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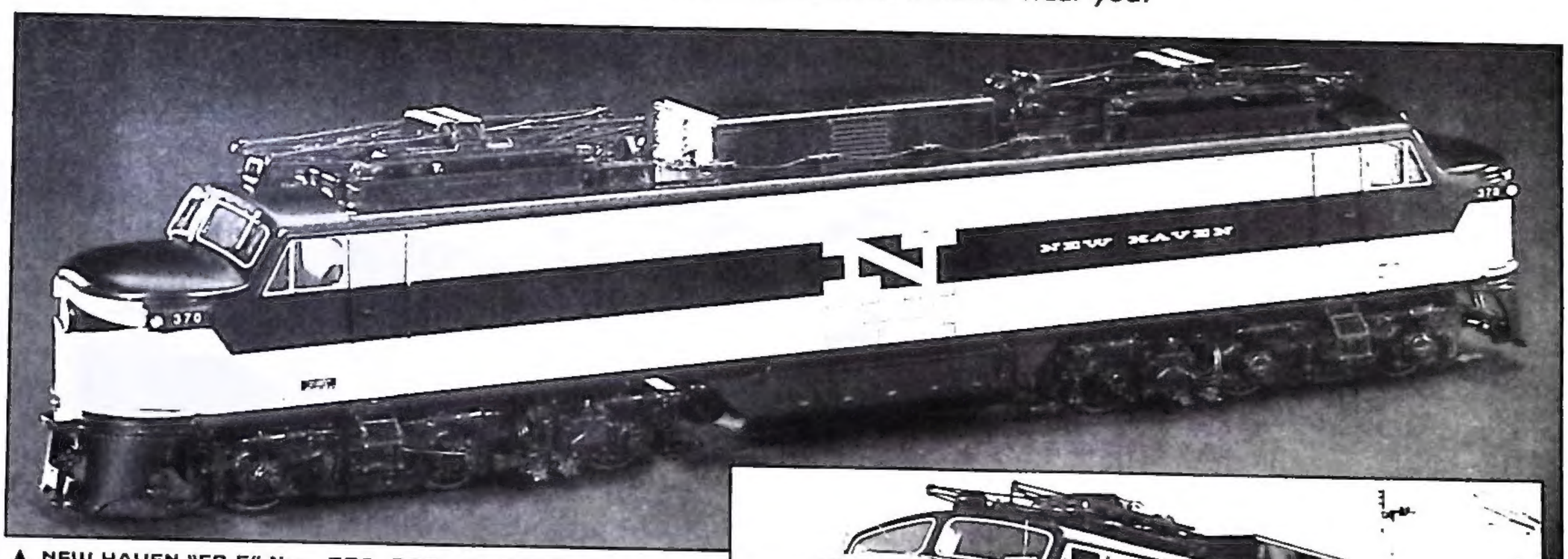

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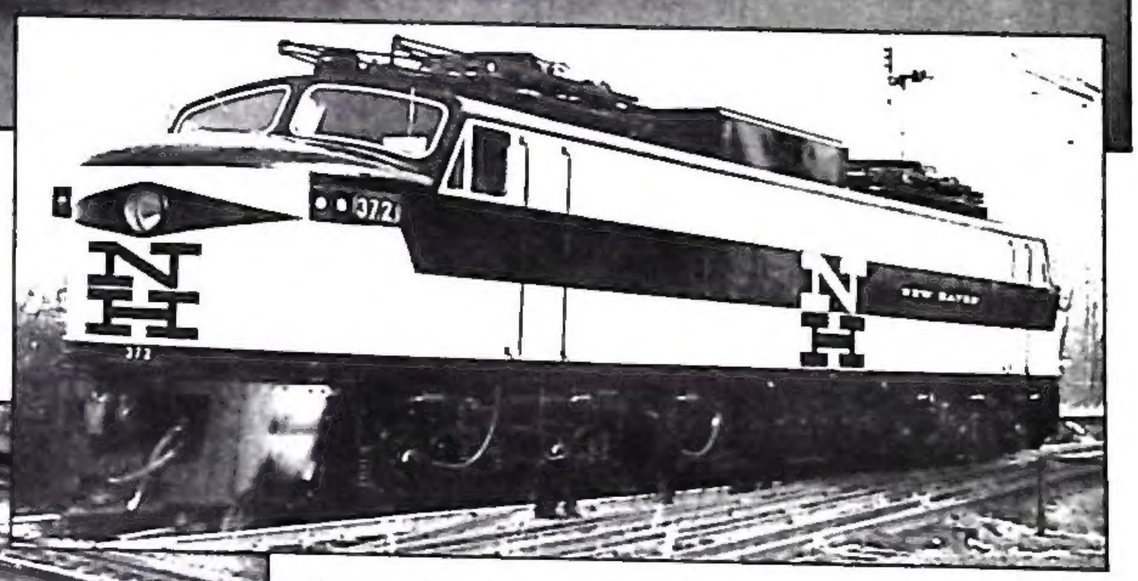

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Classic Trains
THE GOLDEN YEARS OF RAILROADING

SPRING 2001 • VOLUME 2 NUMBER 1

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Imagine how Montreal commuters felt in the 1950's riding to work in open-window cars behind CP Pacifics. *By Robert S. McGonigal*

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Mainline railroad electrification was the bright new dawn that never came. *By William D. Middleton*

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For railroaders who ran the Lake Michigan carferries, ice was their biggest enemy. *By Robert S. McGonigal; painting by Russ Porter*

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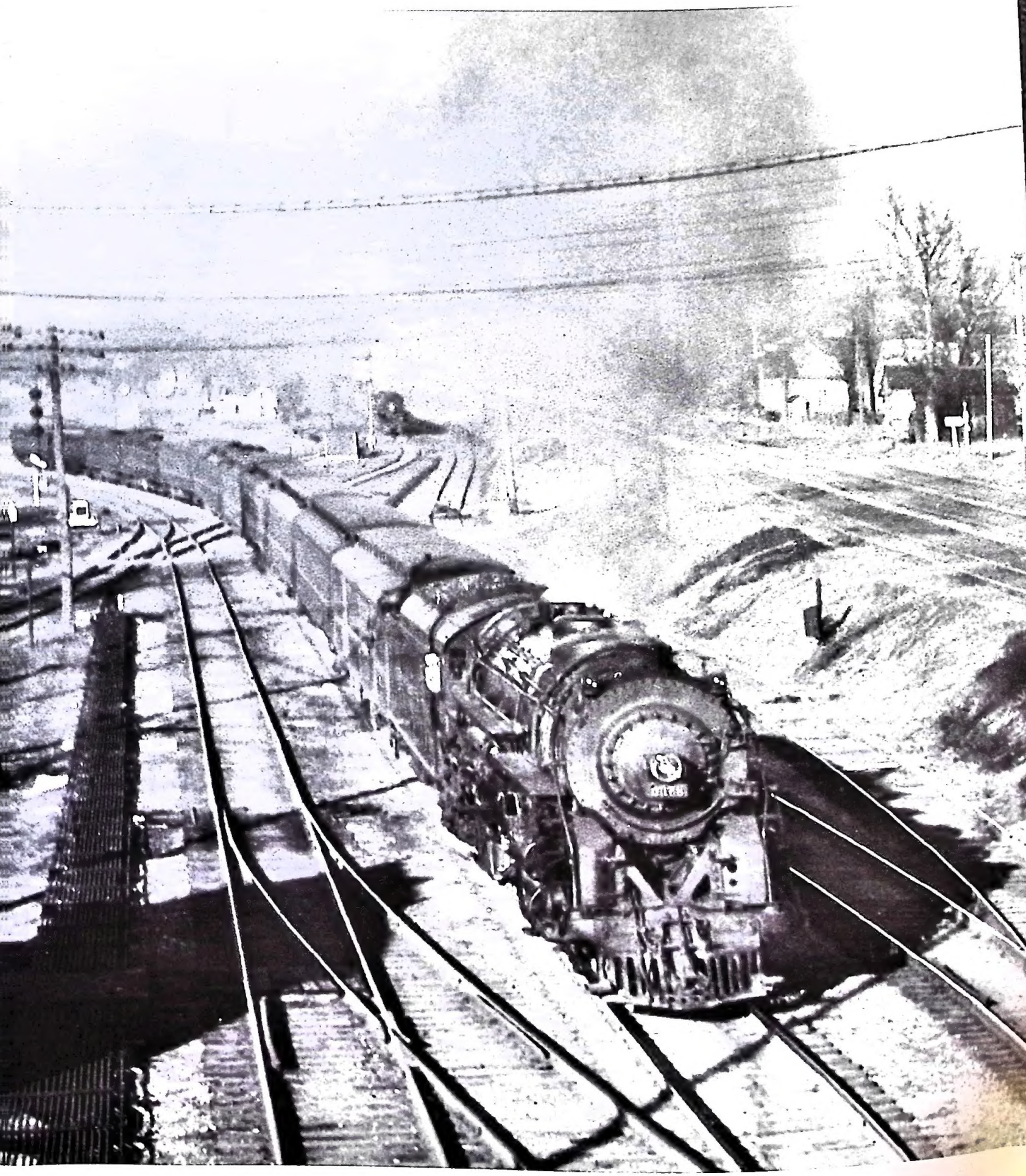
King Street and Union, Seattle

ON THE COVER: New Haven EP5 electric 377 heels to a curve with a New York-bound train at Cos Cob, Conn., in 1956 (see page 22). Thomas J. McNamara photo.



At Lafayette Junction, Ind., NYC engineer Hugh Francisco on 4-6-4 5378 tackles the 0.83 percent grade with train 18 as a Monon freight waits (see page 42). *Robert Aldag photo.*

Editor's Page

What might have been

THE PASSAGE OF TIME can give historical events an air of inevitability. Today, diesel locomotives are in near-universal use throughout North America, as they have been for decades. It seems only natural, then, that the 2-8-0's and 4-6-4's of 60 years ago would be replaced by RS's and F's, which in turn would give way to SD's, Dash 8's, and AC's.

But, as Bill Middleton relates in this issue's cover story [page 22], the path to the present motive-power situation has not always seemed so clear-cut. At various times in the 20th century, electrification appeared to be the Next Big Thing. A number of carriers took the plunge in the first decades of the century, with projects ranging from tunnel and terminal installations to bold ventures encompassing hundreds of miles of main line. But after World War II, for a variety of reasons, the wires came down and the third-rail came up on all but a handful of electrified districts.

Destined to be orphans, GE E2b electrics take shape at Erie in 1953.

GENERAL ELECTRIC

Boston & Maine, Cleveland Union Terminal, et al., proved to be fascinating footnotes to motive-power history, while the New Haven, Milwaukee, and Pennsylvania offered a taste of what things might have been like if our railroads had emulated the great national systems of Europe.

Perhaps most intriguing of all are the projects studied but never built, and the locomotives that became prototypes for fleets that never materialized. Such "might have beens" make railroad history immensely richer.

Robert S. McGonigal

Classic Trains

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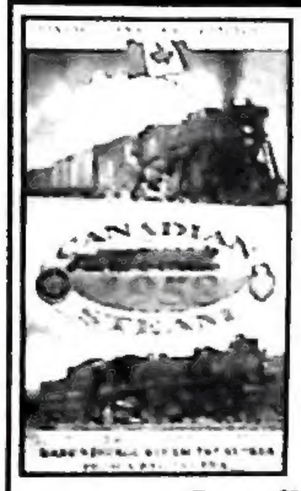

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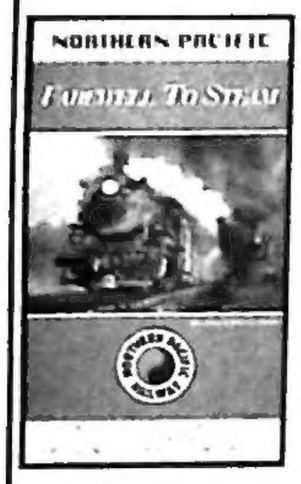
Canadian Steam 1958
Winnipeg area, 2860 & 6060 in service, CN and CP at Portage la Prairie, plus helpers at Minnedosa. Much live audio and lots of variety. 45 Min. $ 24.95

Canadian Steam 1959
Winnipeg area,last run of Virden passenger train, lots of CN and CP at Portage la Prairie, plus more action. Nice stuff! 50 Min. $ 24.95

All 3 are from color 16mm, with live sounds.



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Giants of Steam
Enjoy some of the largest and most powerful steam engines that ever operated on the Duluth, Missabe, and Iron Range RR in Minnesota. Watch these massive 2-8-8-4's haul long iron ore trains toward Duluth and at the Proctor engine facility. 16mm film was shot in 1958 and 1959 by Maynard Laing and contains authentic DM&IR audio from his friend Elwin Purington. You'll thrill at the sight of 2 Yellowstones passing on the doubletrack mainline. A hot selling video! 30 Min. $ 19.95

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New Haven Railroad in the 1950's:
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Fast Mail

Great train, great article

THANK YOU for Arthur Dubin's article on the *Columbine* ["The Flower of Travel Comfort," pages 36-43, Winter]. It was well-written and informative, and his photos and ephemera were, as usual, superb. The layout and graphics were also outstanding.

To supplement what Mr. Dubin provided, I have enclosed a color postcard [right] of the interior of the *Colorado Club* lounge car.

Joe Welsh
Auburn, Wash.

THE *Columbine* was part of my lifelong love of trains. My uncle, Harvey Jochum, was a special agent for the UP out of the 19th Street Freight Office, two blocks from Denver Union Station. In the 1940's, he owned a small, one-cow "gentleman's" farm in Adams City (now Commerce City). The route of the *Columbine* ran behind the house. Between 1946 and '49, when my parents needed a weekend away from their two boys, we would beg to go to his place. Every morning the *Columbine* would whistle as it crossed the South Platte River bridge, then soon after as it crossed 74th Avenue. I would watch it come charging up out of the river bottom, roll behind the house, cross the road, and fade from sight as it headed for Sand Creek Junction. As long as I live, the call of a whistle from the river bottom will echo in my memory.

Daniel E. Seward
Fullerton, Calif.

JOE WELSH COLLECTION

A postcard shows that the jaunty *Colorado Club* cars of the *Columbine* were colorful inside as well.

J. Parker Lamb's central Illinois

I THOROUGHLY ENJOY every issue of CLASSIC TRAINS. I read with interest John Gruber's great story of the photographic artistry of J. Parker Lamb [pages 46-57, Winter]. Some of my fascination was engendered by that part of Lamb's work done here in central Illinois.

Let me suggest one tiny correction. On page 52 there's a reference to "IC's Rantoul-Pontiac branch." That statement started me wondering, and combing through my rail library.

Could this in fact be the Rantoul-*Potomac* branch? Rantoul-Potomac was a remnant of a line constructed by Rantoul lawyer Benjamin Gifford in the late 1870's. It ran from Leroy, Ill., to West Lebanon, Ind. Built out of spite and never particularly productive, it was acquired by IC in 1887. Today, it can be found on maps marked "old railroad grade."

Art Freyman
Normal, Ill.

Pyramid survivor still on the job

I ENJOYED Vernon L. Smith's "The Pyramid" [pages 92-94, Winter]. I can report that GP7 473 is alive and well, now working at an elevator at North Bend, Nebr. Still in Belt Railway of Chicago colors, the unit is lettered for Peavey Grain. Though it still has its EMD prime mover, 473 is something of a "cat" engine: having survived the incident recalled by Mr. Smith, and then the scrap line, it's now on its third life.

Tom Hoffmann
Waukesha, Wis.

Rutland recalled

"THE RUTLAND: A Salesman's View" [pages 60-67, Winter] brought back memories of going to Hoosac School in the town of Hoosick, N.Y., which was served by both the Boston &

Maine and the Rutland. The B&M station was just off the school property and I would spend much of my spare time sitting on the station platform watching the then-new diesels moving both freight and passenger trains. But on the other side of the village, the Rutland's North Bennington-Chatham line was still in service, complete with its evening milk train. For 20 or 30 minutes you could hear the train whistle as it wound through the Green Mountains with its consist of milk cars. I would go up to see it come through on its way south to the B&M diamond at Petersburgh Junction. I can still hear that whistle in my memories, the year being 1946.

Tom Best
Kalispell, Mont.

Pere Marquettes were first

I ENJOYED Michael Zega's article on railroad advertising ["Postwar Promise," pages 82-87], but I would like to correct a statement made on page 85: "It wasn't until November 1946 that the first postwar streamliner—GN's *Empire Builder*—began to roll."

Three months before this, in August 1946, the Pere Marquette Railway took delivery of and put into operation two 7-car trainsets built by Pullman-Standard. Running between Detroit and Grand Rapids, Mich., these trains were called the *Pere Marquettes*, and were in fact the first postwar streamliners.

Arthur B. Million
Pere Marquette Historical Society
Grand Haven, Mich.

Anaheim, Azusa, and Cuc . . . amonga

THANK YOU for the amusing and interesting article regarding Jack Benny's train ride gag to Anaheim, Azusa & Cucamonga [pages 78-81, Winter].

It was great! Kudos to Curtis L. Katz for a very entertaining piece. Now, if only I could find the sound file of that famous announcement by the great Mel Blanc.

Gary G. McClain
(Rancho) Cucamonga, Calif.

CURT KATZ's well-written and -illustrated story was a delight. It also brought back memories of when my friend, the late Ross Fry, and I rode the

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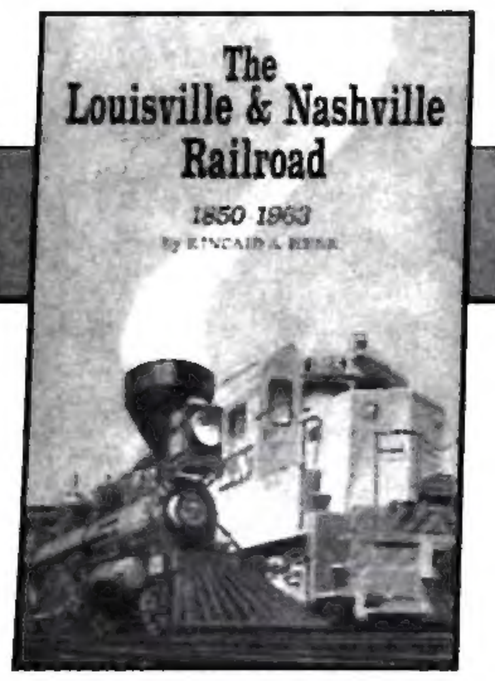

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"San Berdoo Local" way back around 1941, when train 53 went over the Olive District from Atwood to Orange and made stops at each of the stations featured in Curt's article. We made the round trip out of L.A. in just a few hours with no overnight layovers.

What are now termed subdivisions on today's BNSF were called districts on the Santa Fe until sometime in the 1980's. Most mainline districts were numbered as First, Second, etc., but the branches were always named, as are today's "subs."

Chard Walker
Hesperia, Calif.

Editor's note: The historic AT&SF names for the lines mentioned in Katz's story are as follows: L.A.-San Bernardino via Pasadena, Second District; L.A.-San Bernardino via Riverside, Third District; Fullerton-San Diego, Fourth District; Atwood-Orange, Olive District.—R.S.M.

Lake Shore legend and lore

I KNOW I am betraying my age in telling you that my grandfather took me to see the *Lake Shore* wreck ["The Wreck at Little Falls," pages 58-59, Winter] the evening following the event. We stood at the same location as your main picture, on the right-of-way of the Dolgeville branch of the New York Central as it climbed out of the Mohawk Valley.

An interesting bit of information regarding the wreck: One of the head-end cars remained on the rails and rolled beyond the wreck scene.

Fast forward to the 1950's. I was a member of the Mohawk Valley Model Railroad Club and one of our members was a retired wreck foreman for the New York Central at Utica, N.Y. He would regale us with his experiences while we were seated on a couple of pieces of furniture from the ladies lounge of one of the wrecked *Lake Shore* Pullmans.

Gordon H. Davis
Liverpool, N.Y.

AT THE TIME of the Little Falls wreck, my father worked for the NYC, on the dynamometer car. He told me the Central had two types of speedometers in use at the time. They were manufactured by different companies, and the numbers on them were in different positions. On the Weston speed indicator, 45 mph was at the 1 o'clock position, while on the Westinghouse model, 45 was at 12 o'clock. If an engineer was used to a Weston and was on an engine with a Westinghouse, he might think he was going 45 while he was actually doing 60. Perhaps this helps explain why the *Lake Shore*'s engineer failed to slow for the curve.

Craig Anderson
Hancock, N.Y.

Waiting and working on the Milwaukee

D. W. BASSETT's nice rendition of Milwaukee Road 0-6-0 1442 in Janesville,

New "trains.com" website launched

INFORMATION about railroading via computer was due to become far easier to obtain with the January 8 launch of TRAINS.COM, a website that also includes model railroading, toy trains, and garden railways. CLASSIC TRAINS' own website, www.classictrainsmag.com, may still be reached directly, or via the new "super site," www.trains.com. The new venture, a sister endeavor to CLASSIC TRAINS, TRAINS, and Kalmbach's other magazines, combines the best features of each magazine's old website with new material produced by a separate staff.

trains.com

Organized to make information easy to find, TRAINS.COM directs users to each major area of the railroad and model-railroad hobbies. For CLASSIC TRAINS readers, this means more information on the golden years of railroading; links to museums, tourist lines, and historical societies; handy access to passenger-train schedules; and the best possible images, both video and still. There is also an area just for kids, and a virtual shopping mall, "Train Shops." Check it all out at TRAINS.COM.

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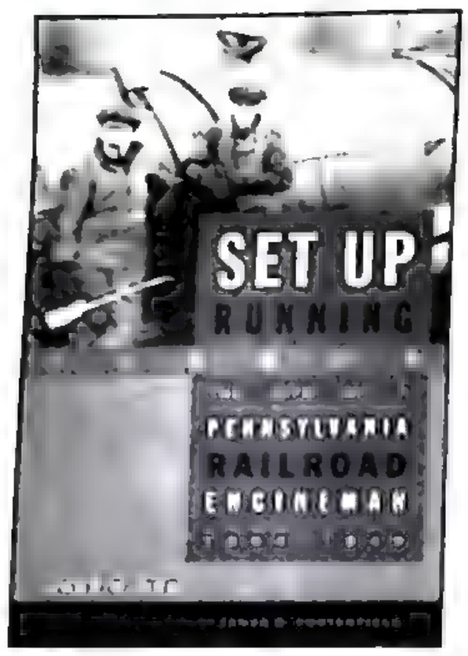

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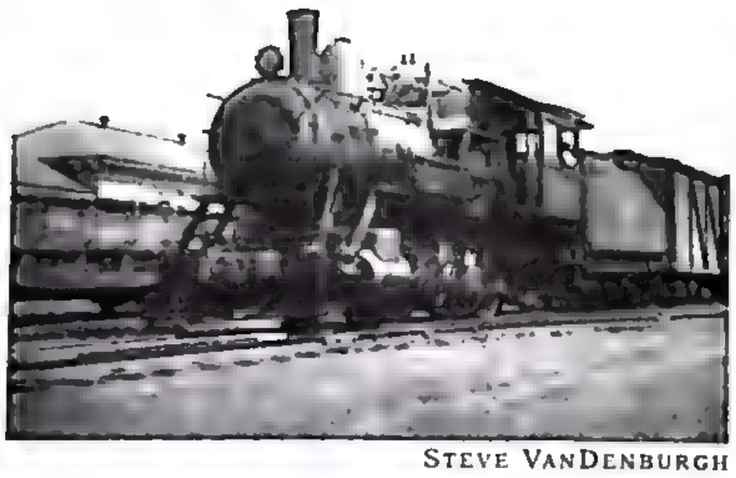

STEVE VANDENBURGH

With the Madison station in the background, old Milwaukee Road goat 1434 shuffles cars in 1950.

Wis. ["I've Been Waitin' on the Railroad," pages 44-46, Winter], tweaked one of my brain cells. In July 1950, I stumbled onto one of 1442's sisters, No. 1434, working near the Milwaukee's attractive brick passenger station in Madison (just 30-odd miles northwest of Janesville).

Although these little homemade locomotives weren't objects of great beauty, the fact that one of them continued to earn her keep at mid-century, some four decades after she first tied onto a freight car, just may have made her worth a second glance.

Steve VanDenburgh
Carson City, Nev.

Bessemer Texans: "icons of the past"

I HAVE BOUGHT each and every issue of CLASSIC TRAINS since it appeared at my hobby store and I will say it is one of the finest magazines I have read. It's easy to understand and always a pleasure to read over and over. Continue the excellent work in bringing to life icons of the past such as those magnificent Bessemer & Lake Erie 2-10-4's ["Tough Texans of the Bessemer," pages 24-31, Winter] and showing the work of photographers like Dick Kindig [Summer] and J. Parker Lamb.

Thanks for the fine work.

Alvie Hearren
Amissville, Va.

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5	Steam in 1960	58
6	Ironstone Lines 1961-69	57
7	Steam in 1961	58
8	Steam in 1962	52
9	Narrow Gauge Steam in the early 60s	49
10	Private Railways	50
11	Steam in 1963	53
12	National Coal Board Locomotives 63/64	54
13	Steam in 1964	54
14	The Isle of Man 1964	48
15	Steam in 1965	52
16	Scotland 65 and Sunderland 67	51
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Frisco: a survivor and innovator

HAD THE FRISCO SURVIVED the merger fever of the 1980's, it would be celebrating its 125th birthday this year. It was a survivor, having gone through some very rough times, including at least five bankruptcies. It was an innovator. It started running unit coal trains from Fort Smith, Ark., the city across the Arkansas River from my hometown of Van Buren, in the 1930's, before my time. It helped move Texas and Oklahoma oil east during World War II. It was among the first big railroads to dieselize, in 1952. It was one of the first to be in a coast-to-coast run-through freight-train operation, with Santa Fe and Seaboard Coast Line. It ordered some of the first pioneering U25B diesels from General Electric. It developed the tri-level auto-rack, which, along with bi-levels on Eastern roads, helped recapture some of the nation's automobile traffic from the truckers. It was the first large road to consolidate its train dispatching into a central office, in Springfield, Mo.

The Frisco was a great system, and I am a Frisco fanatic and proud of it. Until I completed graduate school, I lived no farther than five or six blocks from Frisco tracks. My only memories of Class 1 steam are visions of Frisco engines on the front of passenger trains seen from a coach window as we rounded curves. During my freshman year at the University of Arkansas in Fayetteville, I met the passenger train—the *Meteor*'s Fort Smith section—every night. As soon as the train stopped, I was on the engine talking to the crew. Those friendships lasted many years; they led to exciting times riding the cabs of passenger, freight, or lowly switch engines.

Frisco traces its ancestry to other routes which would become keystones of two much bigger lines: Santa Fe and Missouri Pacific. Frisco's humble beginning was as the Southwest Branch of the Pacific Railroad, leaving the main line at Franklin, Mo. (now Pacific), west of St. Louis. Through the Civil War, Rolla, Mo., served as a supply depot and base for Union troops. Wartime damage led to the first bankruptcy, and sale by the state of Missouri of both the Pacific Railroad (later Missouri Pacific) and its Southwest Branch. Under ownership of John C. Fremont, the latter became the Southwest Pacific Railroad. Tracks were extended through Springfield 48 miles to Pierce City, Mo. Bankrupt again, both the Pacific Railroad and the Southwest Pacific Railroad (by then the South Pacific) were sold to the Atlantic & Pacific Railway.

When the A&P went bankrupt, the Missouri Pacific Railroad and the Saint Louis & San Francisco Railway were formed. The latter would use "SLSF" as its initials and reporting marks until the end, but everyone quickly called it by the nickname of the big California city. SLSF used Missouri Pacific tracks into St. Louis until completing its own.

In the 1870's and 1880's, Frisco be-

The *Will Rogers*' handsome 4-8-2 1518 slows to 40 mph to grab mail at Spencer, Okla., in 1948.

PRESTON GEORGE

By Mike Condren

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Although its "coonskin" emblem is bedraggled, E7 2003, complete with E8 grilles and a horse name (*Steel Dust*), shows off Frisco's red-and-gold image.

gan to increase its mileage dramatically. It built tracks south from Monett, Mo., through Fort Smith to Paris, Texas; west from Pierce City to Tulsa, Okla., and also to Wichita and Ellsworth, Kans. It extended southwest from Tulsa to Oklahoma City, Okla., and on to Quanah, Texas. A line from Sapulpa, Okla., went south to Dallas and Fort Worth. For several years, beginning in 1879, Frisco was under control of the Santa Fe, which during this time completed its line to California using land grants that had been issued to Atlantic & Pacific for the Frisco's line to San Francisco.

Under the leadership of General B. F. Yoakum as general manager, president, and chairman of the board, Frisco became a system serving the Southeast as well as the near Southwest. It reached to Kansas City, Memphis, and Birmingham, Ala., through the lease of the Kansas City, Fort Scott & Memphis, whose tracks the Frisco crossed in Springfield, Mo. Frisco built a line from Amory, Miss., south to Pensacola, Fla., on the Gulf of Mexico, and later acquired the Alabama, Tennessee & Northern, giving it access to Mobile.

The Frisco was a family type operation whose employees took great pride in their railroad. They put its famous "coonskin" logo on structures as well as rolling stock. Legend has it that the emblem originated from an official discovering a raccoon hide drying on the side of the station at Neosho, Mo. Employee pride was also evident in the care given

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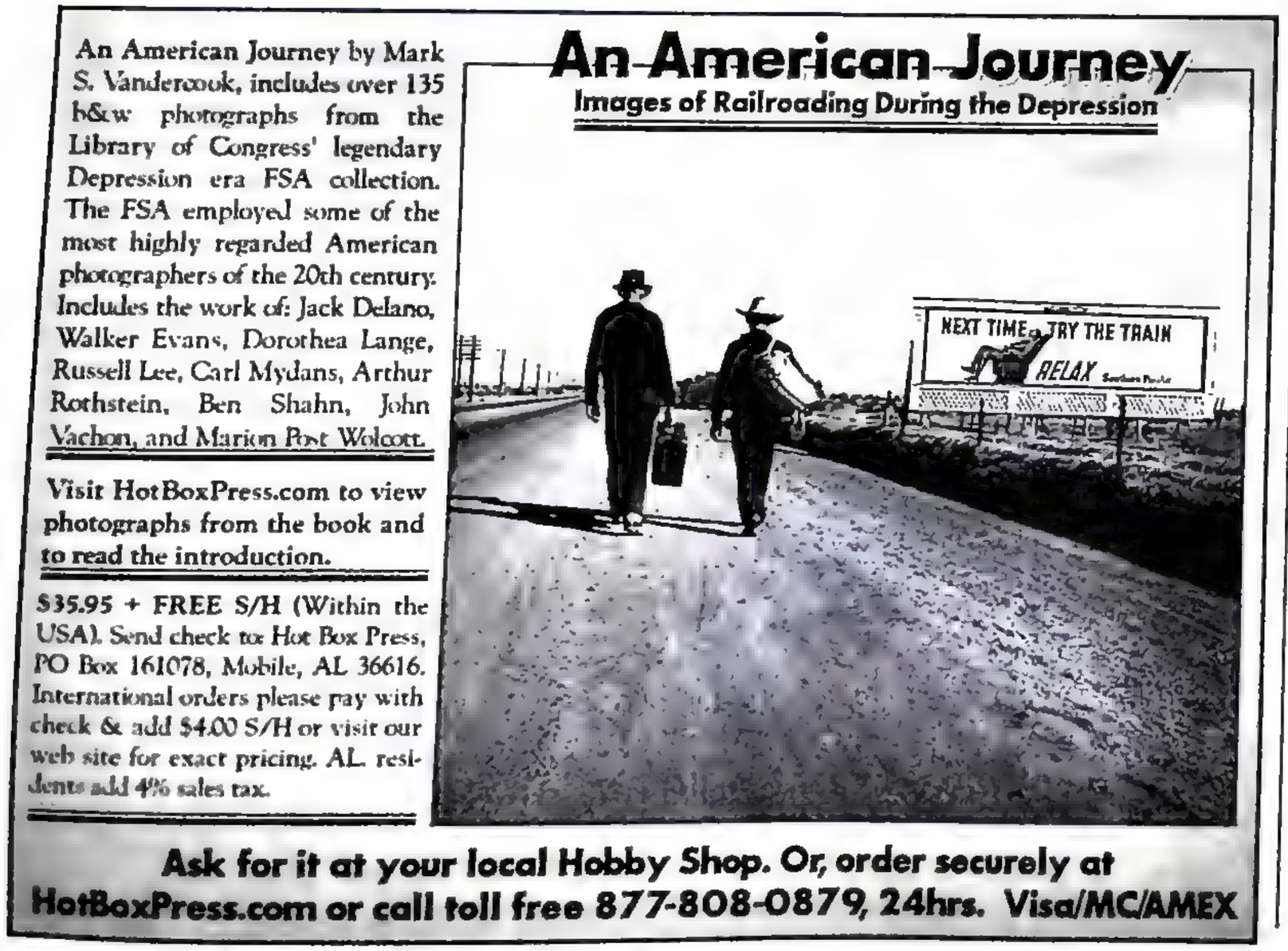
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but the next orders came in orange and white. Frisco took 33 GP35's and 32 U25B's, then went for 49 SD45's before returning to four-motor GE's, amassing 71 in three models, including the first and last production U25B's plus four demonstrators, the last U30B, and the first B30-7. Its GP7's were replaced by 146 GP38's and GP38-2's; meantime, 46 SW1500's and 5 MP15's replaced the yard-goat fleet of Alcos, Baldwins, and Fairbanks-Morse H10-44's.

Among the last groups of Frisco road diesels were 25 GP15-1's in 1977, 8 SD40-2's the next year, and 25 GP40-2's (plus 4 hump-yard SD38-2's) in 1979. Frisco contributed 430 diesels to Burlington Northern in the November 21, 1980, acquisition. As a nod to the past, BN allowed the first of 10 GP50's Frisco had ordered just before the merger to be delivered in full Frisco colors, but with the BN number 3100.

Although gone for two decades, Frisco remains alive in the hearts of its admirers through the Frisco Museum in Springfield, Mo.; three operating steam engines; dedicated e-mail list-servers; and miniature railroads in our homes. Yes, the Frisco was a great railroad. ■

MIKE CONDREN, 58, is a chemistry professor at Christian Brothers University in Memphis, Tenn., where he lives with his wife, Jan, and their two children.

Frisco fact file

(comparative figures are for 1929 and 1979)
Route-miles: 5735; 4653
Locomotives: 880; 431
Passenger cars: 669; 0
Freight cars: 34,009; 17,392
Headquarters city: St. Louis, Mo.
Special interest group: Frisco Modelers Information Group, c/o Charles Dischinger, 2541 W. Allen Dr., Springfield, MO 65807; Frisco Railroad Museum, 543 E. Commercial St., Springfield, MO 65803; Frisco information website: www.Frisco.org
Notable postwar passenger trains: *Kansas City-Florida Special; Meteor; Texas Special*
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999)

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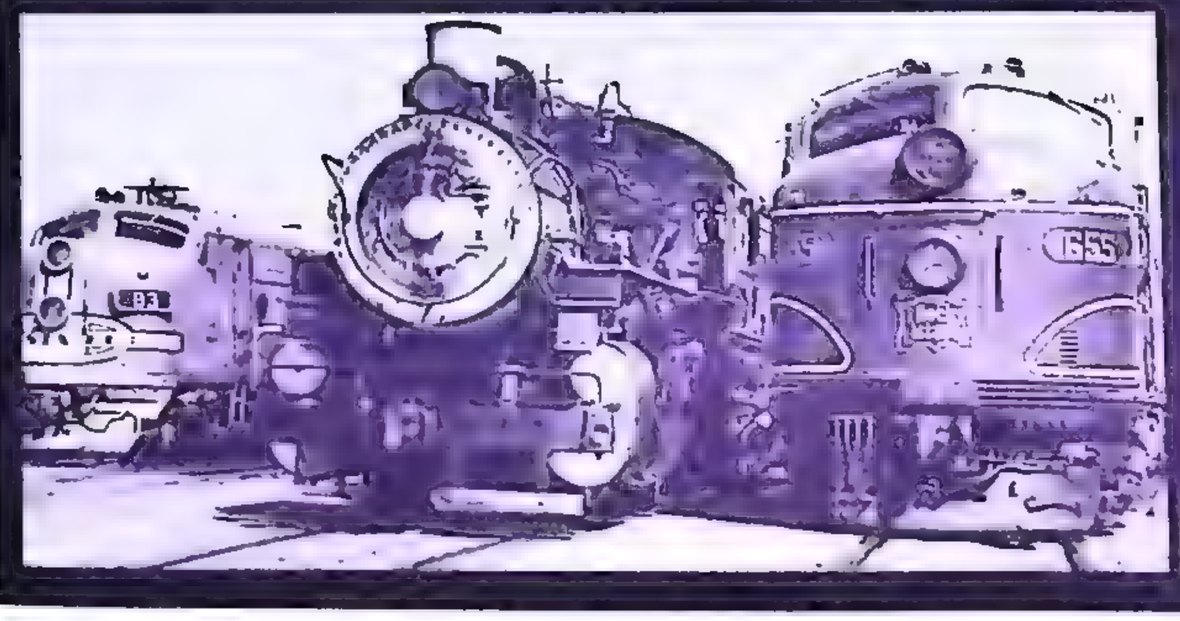

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Electrics in the diesel age

Railroad electrification was the bright new dawn that never came

By William D. Middleton

FOR MOST OF THE FIRST HALF of the 20th century, the United States led the world in railroad electrification. American inventors and experimentation in the 19th century had developed much of the new technology of electric operation. Electric traction became feasible for street railways in the late 1880's, and within a decade had been applied to the much more demanding requirements of mainline railroading.

Electric locomotives capable of railroad duties began to appear as early as 1893. Even before then, in 1892, the Baltimore & Ohio had made the daring decision to bet the success of its new Howard Street Tunnel in Baltimore on electric operation. B&O contracted with the fledgling General Electric Company to supply the 500-volt D.C. electric power system and three locomotives to pull trains through the tunnel. Electric operation began in 1895, and the new motive power quickly proved itself.

The first decade of the new century was a time of remarkable progress for the new technology. In New York, the New York Central completed an extensive third-rail D.C. suburban electrification; the New Haven Railroad launched a pioneering A.C. project that would ultimately reach New Haven, Conn.; and the Pennsylvania began work on its great New York tunnel and terminal project that would depend upon electrification to bring trains into Manhattan through Hudson and East River tunnels.

Electrification proved to be the answer to the problems of steam operation in tunnels, and electrics went to work in Grand Trunk Western and Michigan Central bores under the St. Clair and Detroit rivers in Michigan; Great Northern's Cascade Tunnel in Washington; and Boston & Maine's Hoosac Tunnel in Massachusetts. Electric multiple-unit suburban trains began operating on the PRR's Long Island and West Jersey & Seashore subsidiaries, and on suburban lines in the San Francisco Bay Area.

More triumphs followed. In the West, the Butte, Anaconda & Pacific and much of the Milwaukee Road's Pacific Extension were wired up for high-voltage D.C. Pocahontas coal roads Norfolk & Western and Virginian both installed single-phase A.C. systems. At Chicago, the Illinois Central put its suburban service under catenary, and the Lackawanna and the Reading soon followed suit in northern New Jersey and at Philadelphia.

The greatest of all U.S. electrifications was completed by the Pennsylvania during the 1930's. When the last extension reached Harrisburg in 1938, Pennsy had almost 2200 track-miles of some of the busiest railroad in North America under catenary. By this time the U.S. stood as the world leader in railroad electrification. With 2400 route-miles and more than 6300 track-miles under electric power—far more than any other country—U.S. electrification represented more than 20 percent of the world total.

In almost every instance, electrification had delivered e[illegible]mise. Electric power substan[illegible]duced running times and bo[illegible]e capacity. Electric locomotives [illegible]ained at much lower fuel and maintenance costs than the steam power they replaced. Their availability was two to three times greater, and their effective service lives promised to be twice as long as those of steam locomotives. Electric traction's proponents pointed to these benefits and predicted a bright future for U.S. electrification. A 1936 report by the Federal Power Commission, for example, suggested that electrification of an additional 12,000 miles of track on 20 railroads was economically feasible. The outbreak of World War II only temporarily—it was thought—brought the expansion of U.S. electrification to a halt.

Postwar optimism

While the war delayed any additional electrification, it helped accelerate some technological developments that promised to make it more attractive than ever before.

Most important by far was the development of practical rectifiers for locomotives, an advance that resolved several long-standing problems. The industry had long debated the relative merits of single-phase A.C. vs. D.C. High-voltage, single-phase A.C. provided substantial efficiencies in power distribution, while low-voltage D.C. traction motors offered the best control and performance characteristics. The rectifier, which permitted the efficient conversion of A.C. to D.C. power, made it possible to combine the best of both systems. Previously, too, the large single-phase motors used for A.C. electrification had required the use of low-frequency power. With rectifiers, the catenary could be energized with 60-cycle current directly from the commercial power grid, eliminating the costly substations, conversion equipment, and separate transmission lines that had been required for A.C. electrification.

Another handicap to electrification had been the anticipated unbalanced power loads that would have resulted from powering large, single-phase railroad electrifications from the three-phase commercial power system. The growth of the electric power market after World War II, however, minimized this potential problem, and the threat of unbalanced railroad power demands ceased to be a major deterrent.

Even dieselization, which rose in the

After helping diesel-powered freight 261 over St. Paul Pass, a Milwaukee Road "Little Joe" electric moves into the clear at Avery, Idaho, in July 1972.

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Virginian E33's 132 and 133 lead a coal train east out of Princeton, W.Va., in June 1958. These early rectifier units later worked for NH, PC, and Conrail.

late 1930's as the principal rival to electrification, brought developments that were seen as helpful to electric power as well. Since they were, after all, simply electric locomotives that carried their own power plant with them, diesel-electrics incorporated a number of components common to straight electrics. Thus, the mass-production techniques that the diesel builders applied to locomotives for the first time developed rugged, efficient, low-cost traction motors, trucks, drive systems, controls, and other components that were equally applicable to straight electrics.

Diesels could help in another way, too. In the pre-diesel era the full economic advantages of electrification could be realized only through the complete replacement of steam power and its costly servicing and maintenance facilities. To do this, electrification had to include yard tracks, branches, and other lightly used trackage at great additional cost. But by operating such secondary trackage with diesel power, which required less expensive servicing facilities, it became possible to confine electrification to the main running tracks.

With all these new advantages, together with emerging technologies, there was much talk of renewed electrification in the postwar years. Surveying the potential market for electrification shortly after the war, Earl Bill, manager of General Electric's railroad rolling-stock division, identified electrification projects totaling 1200 route-miles that were then under consideration. Most were additions to existing installations, including an extension of PRR catenary from Harrisburg to Pittsburgh, the New Haven's long-deferred New Haven-Boston electrification, extension of Great Northern's Cascade electrification into Seattle, and —the longest of all—a New York Central electrification from Harmon, N.Y., to Buffalo. An entirely new electrification under discussion would have put the Denver & Rio Grande Western under catenary through the Rockies.

In the Pacific Northwest, there was talk of low power rates from federal hydroelectric power plants and government investment to supply power at the trolley wire on as many as 8000 miles of line. Similarly, the Tennessee Valley Authority was looking at railroad electrification as a new market for its power-generation plants.

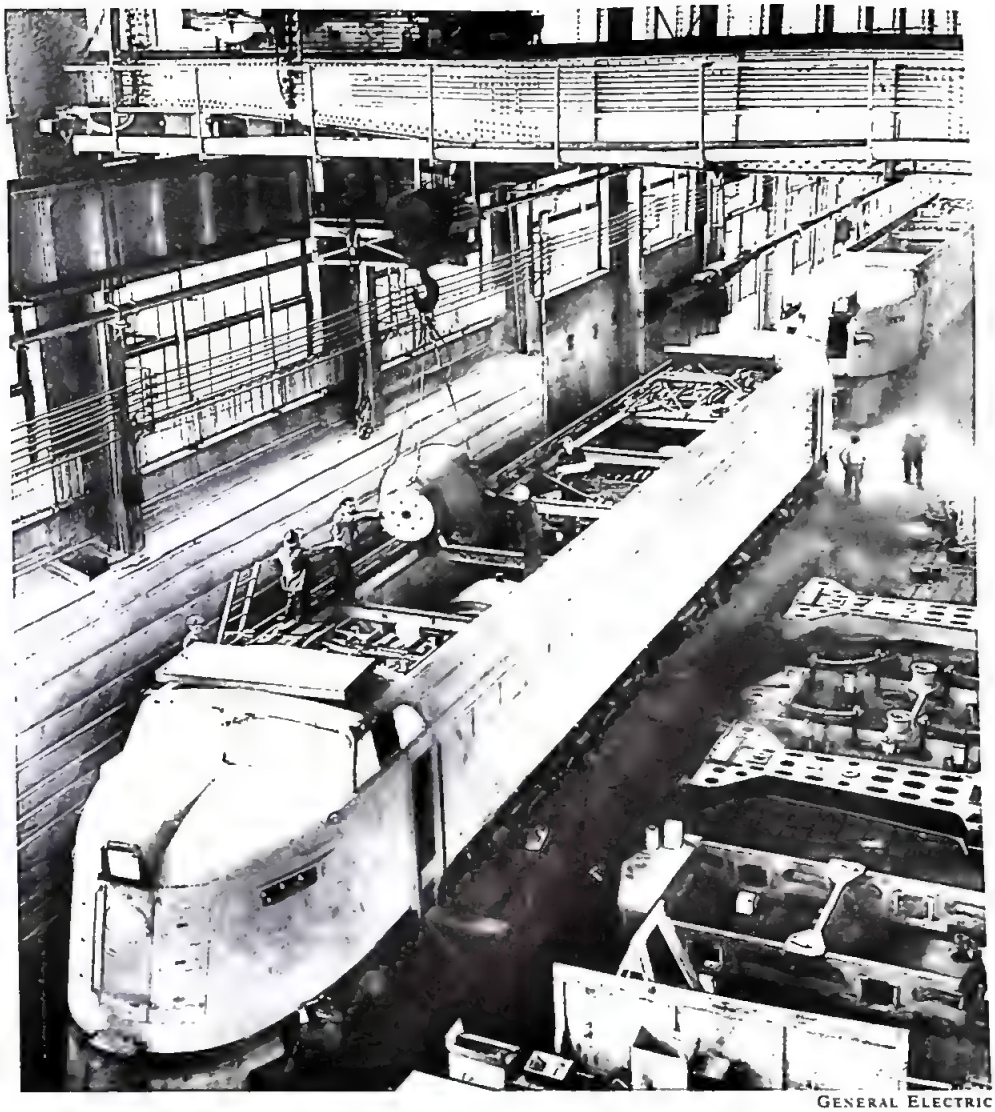
"Currently there is enough interest in electrification so that should the projects materialize into actualities the electric locomotive manufacturers would be unable to handle the business," commented Bill.

New technology brings new motive power

While there was no immediate action toward new electrifications, there were some interesting applications of new technologies on existing systems.

The first electric locomotives ordered after the war represented what was essentially an "old" technology. Needing additional power for their single-phase A.C. electrifications, both the Virginian

J. Parker Lamb



General Electric

At GE's Erie (Pa.) plant, a traction generator is set into one of Great Northern's W-1 electrics. Colossal in size, the W-1's were conservative in design.

and Great Northern placed orders with GE for what would be some of the largest electric locomotives ever built. Instead of trying the new and as yet unproven rectifier technology to convert high-voltage A.C. power from the trolley wire to low-voltage D.C. for the traction motors, both orders employed the older concept of motor-generators to accomplish the same thing. GN's two streamlined W-1's, delivered in 1947, were enormous 101-foot-long, 360-ton B-D+D-B units with a continuous rating of 5000 h.p. that ranked as the largest single-unit electrics ever built. Virginian's four EL-2B's, also streamlined, were made up of paired B-B+B-B units that were 150 feet, 8 inches long and weighed 517 tons. Each EL-2B set was rated at 6800 h.p.

Impressive as these new locomotives were, they were technological dinosaurs. Both of the principal suppliers of electric motive power, GE and Westinghouse, soon came forth with new experimental units for the PRR that were seen as prototypes for the anticipated new electrification market.

During 1951, GE delivered six Pennsy E2b-class units that, with their carbody design and B-B wheel arrangement, were based upon contemporary diesel-electric practice and ideas GE engineers had developed for a "standard" locomotive for new U.S. electrification. But instead of employing the new rectifier technology, with D.C. traction motors, GE used A.C. commutator motors similar to those employed on earlier PRR electrics. Operated as two-unit locomotives, the E2b's could produce a continuous output of 5000 h.p.

In 1949 the PRR had equipped one of its MP54 M.U. cars with an experimental ignitron-rectifier, with encouraging results, and the same technology was selected for a pair of experimental two-unit, 6000 h.p. locomotives delivered by Baldwin-Lima-Hamilton and Westinghouse during 1951 and '52. Otherwise identical, two class E3b units had a B-B-B wheel arrangement, while two E3c units had a C-C arrangement.

Both experimental designs worked well, but the Westinghouse ignitron-rectifier design was particularly successful. While the Pennsy delayed the replacement of its aging P5a locomotive fleet for almost another decade, other electrified roads soon adopted the new technology. The New Haven was the first, with an order for 100 Pullman-Standard M.U. cars in 1954 that were equipped with Westinghouse ignitron rectifiers.

Despite the Westinghouse success with its experimental ignitron-rectifier units, GE came up with all the locomotive orders. In 1955 GE completed 10 4000 h.p. E40 electrics for the New Haven. These EP-5's, as the NH called them, were the first production-model rectifier locomotives to operate in the U.S. The Virginian followed suit with an order for a dozen 3300 h.p. C-C ignitron-rectifier units from GE. Arranged in the same road-switcher configuration typical of diesel-electric practice, each of the E33's (VGN class EL-C) weighed 174

BERT PENNYPACKER

JIM SHAUGHNESSY

PRR Baldwin-Westinghouse E3b's 4995 and 4996 (top) leave South Philadelphia in April 1952. New Haven was first to order rectifier electrics, but later cut back its juice operations, as seen at Stamford, Conn., where dual-power FL9 diesels pass a train of rectifier M.U.'s ("Washboards") in May 1959.

tons. Beginning in 1960, GE delivered what would be its last big order for electric motive power, a fleet of 66 4400 h.p. E44 units that were essentially an advanced version of the earlier Virginian E33's. The last five units delivered had newer air-cooled silicone-diode rectifiers, which were both simpler than the ignitron rectifiers and permitted an increase in output to 5000 h.p. Subsequently, the entire E44 fleet was converted.

The E44's were prodigious performers that ably demonstrated the capabilities of modern electrification practice. The 66 units had been intended to replace all 92 of the Pennsy's older P5a's. In practice they proved capable of more than half again as much work per unit-month as a P5. Even before getting the upgraded rectifiers, the E44's were able to handle 20 percent more drag freight tonnage than either a P5 or a GG1. Availability, even during the break-in period, was nearly 92 percent. Maintenance costs were only one-third of those for the P5's, and only 25 percent of those for diesel-electric power in the same service.

The Pennsylvania acquired its first rectifier-equipped M.U. cars in 1958, and over the next decade large fleets of similar equipment were ordered for both PRR and Reading commuter services at Philadelphia, and for the Pennsy's New Jersey services.

What went wrong?

Despite the strong performance of this advanced electric motive power, U.S. electrification languished. Not a single one of the electrifications that had seemed so likely at war's end ever went ahead. Indeed, much of the earlier electrification began to disappear.

What went wrong? A simple answer: the diesel-electric.

But there was more to it than that, for the failure of electrification was tied as well to the availability of capital, the prospective availability and cost of electric power, and the willingness of railroad managers to commit to such a costly, long-term and, ultimately, uncertain investment.

The diesel-electric, of course, was the primary force that frustrated electrification. When the Pennsylvania undertook what proved to be the last major electrification in the 1930's, diesel power was still unproven. But by the time the war was over, there was little doubt about what the diesel could do. The war left the railroads with some hard choices to make. With plant and equipment worn out, they were faced with large and costly renewal and replacement requirements. At the same time, the capital available for these needs was limited.

Under these conditions, dieselization was an attractive investment. From a strictly operational point of view, electrification had a big edge over either steam or diesel power in both performance characteristics and operating costs. But the diesel afforded many of these same efficiencies at much lower capital cost. Some data developed by GE's Earl Bill from a 1946 study of New York Central motive-power modernization between Harmon and Buffalo is revealing.

The Central's study, which compared capital and operating costs for electric, diesel-electric, and modern steam power, projected annual operating and fixed-charge savings of more than $2.9 million for electric power over those for steam. Comparable savings for diesel operation were just under $1.8 million. While this would seem to give a clear advantage to electrification, the picture changed when a return on investment was considered. A Harmon-Buffalo conversion to modern steam power would have cost $80.5 million, while dieselization would have cost $104.5 million and electrification $135 million. At these estimated costs, NYC's return on the excess cost of electrification over modern steam power would have been 5.39 percent, while the return would have risen to 7.5 percent for the excess cost of dieselization over steam power. When the relative investments required for electrification and dieselization were compared, the return on the excess first cost of electrification was only 3.75 percent.

With numbers like this and investment capital in short supply, the Central began a conversion to diesel power. For other roads considering electrification, the results were more or less the same, and none of the expansive projects being talked about at war's end ever moved beyond the drawing board.

RICHARD STEINHEIMER

Five of GE's hugely successful E44's—three on one train, two on another—depart side-by-side from Pennsy's big Enola (Pa.) freight yard in 1965.

Not only had electrification ceased to grow, it began to decline as well. Here, too, the diesel was often the culprit.

One decided advantage of the diesel over steam power was its ability to run over long distances without changes of power. Electrifications that had been installed primarily for smoke abatement in long tunnels impeded the efficiencies of run-through operation, while diesel exhaust proved to be manageable with improved tunnel ventilation systems. The Boston & Maine ended electric operation through the long Hoosac Tunnel as early as 1946, and before the end of the 1950's, B&O's Howard Street Tunnel at Baltimore, NYC's Detroit River Tunnel, GN's Cascade Tunnel, and CN-GTW's St. Clair River Tunnel all had been dieselized. Urban smoke abatement being the only reason for NYC's Cleveland Union Terminal electrification, it was gone by 1953.

The merger movement that began to rearrange the railroad industry in the 1950's took more electrifications off the map. Following the merger of the Virginian into Norfolk & Western in 1959, the N&W revised the flow of coal traffic to take advantage of the best grades on the merged system. This left the former Virginian electrification with largely one-way eastbound traffic over its eastern end. This handicapped the utilization of both electric and diesel power, and N&W shut down the VGN electrification in 1962. (By contrast, N&W's own electrified district had reverted to steam operation in 1950 after a line relocation eased grades and curves.)

The Pennsylvania's extensive electrification survived into the 1968 Penn Central merger, but the subsequent PC bankruptcy and the formation of Conrail in 1976 brought major changes to the flow of freight that had once moved under Pennsy catenary. The New York-Washington segment of the Northeast Corridor had been conveyed to Amtrak, and Conrail shifted much of the freight to non-electrified former Reading and Lehigh Valley lines, while much of the traffic west of Philadelphia that had used the PRR's electrified low-grade routes was shifted to former Reading track. With these changes, electric operation was no longer economic, and Conrail lowered its pantographs in 1981.

A few electrifications disappeared for still other reasons. When the installation of a new ore concentrator at Butte, Mont., dramatically reduced ore traffic over the Butte, Anaconda & Pacific, the railroad shifted what traffic remained to diesels and shut off the power in 1967. After 50 years of operation, the electric locomotives and power system on the Milwaukee Road's Pacific Extension were largely worn out. Run-through diesels took over an increasing share of the traffic, and the catenary was de-energized on the last segment in 1974.

Another false dawn

But even as these older electrifications were fading away, there was once again renewed consideration of the

Suburban success stories

BETHLEHEM STEEL

Budd-built Silverliner 9007 pulls into Fox Chase station, outer end of a 5.2-mile extension of Reading catenary opened in 1966.

WHILE MOST mainline electrifications declined after World War II, suburban or commuter installations fared much better. The new Golden Gate and Bay bridges had helped end the San Francisco Bay Area's Northwestern Pacific and Southern Pacific suburban electrifications on the eve of the war, while automobile commuting into Philadelphia via the Ben Franklin Bridge helped shut down similar West Jersey & Seashore services in 1949. But elsewhere, the electrified 5:15 continued to flourish; electric operation provided performance characteristics for these demanding, high-density services that could not be equaled with diesel power.

Most suburban electrifications suffered from deteriorating maintenance and deferred equipment renewal during the long postwar decline of rail passenger services, but by the end of the 1950's a flow of public funding had begun that would ultimately re-equip, rehabilitate, and modernize rail commuter services. Two of them were even completely re-electrified. In 1984, New Jersey Transit completed a conversion of the former Lackawanna electrification from D.C. to a modern A.C. system, while the Montreal-area commuter authority completed a similar conversion of the former Canadian National installation in 1995.

As the suburbs grew, a few of the electric systems were even extended. Modest additions pushed Reading's Philadelphia-area catenary to Fox Chase and Warminster, while Illinois Central's Chicago suburban wires were extended south to University Park. In the 1980's, Philadelphia's SEPTA realized a decades-old dream by unifying the former Pennsy and Reading commuter services with a connecting Center City Commuter Tunnel; SEPTA also added a new line to Philadelphia International Airport.

NJ Transit wire reached Long Branch, N.J., in 1988. Under New York's MTA, the former NYC third-rail electrification saw a modest extension from North White Plains to Brewster in 1984, while Long Island third rail grew by almost 40 miles, with extensions to Hicksville and Huntington in 1970, and to Ronkonkoma in 1988. By 2000 an entirely new 25 kV electrification of the fast-growing 80-mile Caltrain (formerly Southern Pacific) route from San Francisco to San Jose and Gilroy was under serious study. The installation would represent North America's first new commuter rail electrification since the Reading completed its Philadelphia system during 1931-33.—*W.D.M.*

promise of electric [illegible]on for American railroads.

In 1965 a special task force of the Edison Electric Institute, a utility industry association, studied electrification of the New York Central main line between Harmon and Cleveland as a basis for investigating the feasibility of electrification of high-density rail operations. The report, published in 1970, concluded there were no serious technical obstacles to commercial-frequency electric operation, and recommended electrification of high-density corridors as both advantageous to the railroads and a desirable new market for utility companies. About 22,000 track-miles, the report estimated, supported a traffic density sufficient to warrant electrification.

This interest in electrification took on a new urgency with the advent of the energy crisis of the early 1970's and the rise in diesel fuel prices that came with it. Southern Pacific began studying electrification of its Sunset Route between Colton, Calif., and El Paso, Texas, in the late 1960's. By the early '70's, Canadian Pacific was considering an 850-mile installation across the Rocky Mountains. Burlington Northern studied electrification for several principal lines in 1973, with the route between Laurel, Mont., and Lincoln, Nebr., a leading candidate because of growing traffic in low-sulfur coal. Union Pacific looked at wires for its main line from North Platte, Nebr., to Salt Lake City and Pocatello, Idaho, in the early 1970's. The Santa Fe, which weighed electrification at the end of World War II and again in 1960, began another study in 1972, this time for its entire Chicago-Los Angeles main line.

Illinois Central Gulf contemplated wiring its Chicago-New Orleans main line and several of its branches. Together with the Tennessee Valley Authority, the Southern Railway began a study of electrification of its Cincinnati-Chattanooga main line, later extended to Atlanta. In 1971, even in bankruptcy, Penn Central was mulling an extension of its former PRR electrification on the former New York Central line up the west shore of the Hudson River to Selkirk Yard at Albany, N.Y. By the end of the decade, only a few years before it shut down its existing electrification, successor Conrail was studying a Harrisburg-Pittsburgh project over the Alleghenies that the Pennsy had considered many times before. Still other roads that at least considered electrification included Missouri Pacific; Duluth, Missabe & Iron Range; Bessemer & Lake Erie; Canadian National; Denver & Rio Grande Western; Quebec North Shore & Labra-

dor; and C&O/B&O.

All of these studies were based upon a new concept of high-voltage, commercial frequency A.C. electrification. The principal motive-power suppliers saw it as a major new market. "We're committed to electrification," said a GE spokesman, "the apparent economic benefits make it inevitable." Even diesel builder Electro-Motive hedged its bet and acquired licenses for electrification technology from Swedish manufacturer ASEA. In 1975 and '76 EMD put experimental 6000 and 10,000 h.p. prototype locomotives for a new line of electric power into service on Penn Central.

Several new mine-to-generating plant coal lines completed in the late 1960's and '70's were seen as prototypes for this new vision of railroad electrification. The Muskingum Electric Railroad in Ohio and two Texas Utilities Co. lignite lines in east Texas were equipped with 25,000-volt, 60-cycle, single-phase A.C. systems, while the Black Mesa & Lake Powell in Arizona was wired up with a 50,000-volt system that was seen as the prototype for Western electrification. GE supplied thyristor-controlled, silicon-diode rectifier locomotives for all three installations.

But once again, electrification proponents were in for disappointment. For despite all the interest and all the studies, very little happened. Two more new, isolated coal lines were electrified in the West, and the British Columbia Railway electrified a new branch built for export coal traffic. There was only one new mainline electrification, for a new National Railways of Mexico route between Mexico City and Querétaro, and it never did go into full operation.

What happened this time?

After a decade of sharply rising diesel fuel prices, the petroleum-based energy crisis of the 1970's had largely abated by the early '80's, and diesel prices began to fall. At the same time, the diesel builders continued to develop new generations of locomotives of steadily improving performance and increasing fuel efficiency. Over the 40-year period from 1955 to 1995, for example, diesel fuel efficiency more than doubled. The diesel-electric remained a formidable alternative to railroad electrification.

The enormous capital cost and the risks associated with electrification, too, were still strong deterrents. Even if the projected return on investment looked good, there was still plenty to worry about. Could the electrification be completed on time and at the projected cost? Would electric power be available at stable rates? Would the utilities have the generating capacity to take on the railroad load? If new power plants were needed could the utilities bring them on line in time? Change any of these parameters and electrification might not produce the anticipated benefits.

With diesel-electrics that continued to gain in performance and efficiency, and faced with all the risks and uncertainties that accompanied expensive electrification projects, the railroads yet again turned away from electrification.

Will the bright new dawn of widespread electrification *ever* come?

Consider the steadily rising curve of annual freight ton-miles, and think about the way more and more traffic is being concentrated on key routes as the industry consolidates through merger, and it's easy to think that electrification will one day be needed just to deal with capacity needs. But if and when that day comes, will the railroads have the resources to carry it out? Or will it take government support, as it did to finally get Amtrak's old New Haven catenary into Boston recently, or as it has where electrification has flourished almost everywhere else in the world?

Only one thing is certain, and that is that we'll surely be talking about the uncertain prospects for railroad electrification for many years to come. ■

WILLIAM D. MIDDLETON has written extensively about railroad electrification. This article was adapted from the second edition of his book When the Steam Railroads Electrified, *to be published later this year by Indiana University Press.*

For more on electrification in the diesel age, visit our website: ***classictrainsmag.com***

Muskingum Electric GE E50 locomotive 200 rolls a train southward shortly after the opening of the 15-mile, mine-to-power plant railroad in 1969.

OHIO POWER CO.; COLLECTION OF JOHN B. CORNS

Icebound off

BACK WHEN railroad employment was well over the 1 million mark, there were hundreds of workers directly involved in the movement of freight cars who never had to concern themselves with block signals, ruling grades, or Form 19's. They were the crews of the Great Lakes carferries, those bulky, steam-powered, and thoroughly loveable craft that offered a shortcut to circuitous, time-consuming all-rail routings. In keeping the cars moving, the carferries' masters and mates, oilers and deckhands faced challenges unknown to their counterparts ashore.

Gales, groundings, fire, collisions, and fog were dangers at any time of the year, but winter brought a special peril—ice. In wooden-hull days, it could crush a boat, but even after steel took over, it could make navigation difficult, even impossible. On the east side of Lake Michigan, particularly, where pack ice was pushed against the leeward shore, a carferry could become stranded for days—or weeks—before another boat could come to her aid.

That's what's happening here with two Pere Marquette boats off Ludington, Mich., in a scene created by railroad and maritime artist Russ Porter. It's a scene foreign to a Santa Fe, Katy, or Seaboard, but all too familiar to the likes of PM (and successor Chesapeake & Ohio), Ann Arbor, and Grand Trunk Western.—*R.S.M.*

PAINTING BY RUSS PORTER

Ludington

Great Photographers

For Richard Jay Solomon, trains have come full circle

From 1958 Kodachromes to the electronic imaging of today

By John Gruber • Photos by Richard Jay Solomon

WHEN RICHARD JAY SOLOMON first started making railroad photographs and traveling in the late 1950's, every day brought new discoveries. He saw a brilliant sunrise as he headed for Chicago, choosing to arrive in the "second city" for the first time by his favorite means of transportation, an electric interurban train. He learned that by asking permission to photograph in yards, he frequently was welcomed by railroaders who would offer tours and cab rides. Friends from these early ventures are friends today.

In the first 20 years, from 1956 to 1976, Solomon made 30,000 color slides plus perhaps 1000 black-and-white, medium-format negatives. He's made another 10,000 slides since 1976. "Trains got me into photography; trains and photography got me into transportation planning; that got me into computers; computers got me into electronic imaging technology, which pays the bills today; and now I am back to trains," he says.

Life Magazine was a major influence. "I cut out all the photos I liked when I was 8 or 9 years old. I admired Margaret Bourke-White, Andreas Feininger, and a few other industrial and scientific photographers," Solomon contin-

On his two-week eastern Canada circle trip with Julien Wolfe in August 1958, Solomon (left, in a portrait by his wife, Maureen) photographed Canadian National 4-8-4 6234 heading west from Toronto through Mimico East, passing the Toronto Transit Commission's Humber Loop streetcar and bus terminal.

ues. When *Life* shifted to color in the 195[illegible] ion pl[illegible] d heavy emphasis on color for his own [illegible]

Because of his orientation toward colo[illegible] as not p[illegible]-lished frequently in those days. His unu[illegible] slides, stored carefully in metal cabinets in dry, cool closets at home, turned into a treasure for Brian, his older son, who now specializes in color books about railroads. Richard's slides have appeared in 7 of Brian's 11 books, with more in the works.

Richard, who grew up in the Bronx borough of New York City, got his own 35mm camera for his 10th birthday. The camera-store clerk loaded the first roll of film for him, but after Richard finished exposing the roll, he opened the camera back, expecting to find the film protected by paper as in his father's old Kodak folding camera. Instead, he lost the last dozen exposures. Photography would be a continuing process of experimenting and learning.

On his first day of college in 1956 at Brooklyn Polytechnic, he started talking about trains with Julien Wolfe, who took him to a meeting of the Electric Railroaders' Association at Penn Station. (Wolfe, now a travel agent in Detroit, has been active in Michigan excursion circles for years.) For Richard, information—once scarce—became easier to ob-

Solomon, a big traction fan, first encountered Pittsburgh's aptly named Fineview streetcar line on his summer 1958 exploration trip to Chicago, but this view of PCC car 1695 turning off Brule Street was taken later, in July 1963.

On that first trip to Chicago, Solomon wanted to arrive by his favorite means of transportation–an electric interurban railroad. After photographing this car unloading in South Bend at 9 a.m., he boarded to head west, and by Michigan City, Ind., the clouds of that rainy July 14 morning turned to bright sun.

tain. O. Winston Link came to one ERA meeting, asking for volunteers to help set up lights for his now-famous Norfolk & Western night views and selling prints for $2 or $3 each. "Nobody wanted to be gone for two or three weeks for one picture every few nights," Solomon says. He was impressed with Link's work, though, and today regrets he did not go along on at least one trip to Virginia. He did, however, get to buy an original print at a bargain price.

For his first fan trip in October 1957—a Pennsylvania K4 outing—he purchased a new Kodak Retina IIIC with two lenses and a built-in exposure meter. Its Schneider lenses were so sharp he had to get a better projector to appreciate the Kodachromes. The Retina's only problem was that the inside was mostly plastic gearing—it kept on breaking. Solomon kept the camera for four years, replacing it with a family of rugged Leicas and a Rolleiflex. Solomon's "first good pictures" came on a trip to Montreal in spring 1958. While getting around in English was not a problem, he also communicated in mangled high-school French. He'd written Canadian National in advance for permission to take pictures, which was denied, but when he showed the letter to French-speaking CN employees, they could read only the signature of the vice president, and "the letter got me all around Turcot Yards."

The Retina's quality got Solomon "really hooked on photography." He took lots of pictures and did as much train-riding as possible between the end of school and the beginning of the next semester. He worked in a Wall Street mailroom to buy film. He set a quota of a roll a day while traveling and also used his father's Revere 88 8mm movie camera, carrying a tripod almost everywhere, "which was handy for night shots with the Retina."

Interested in everything and an explorer at heart, he wanted to ride trains "just to see what the rest of the country was like outside New York City." After Montreal, Solomon went on a quick weekend bus tour of West Virginia's logging railroads, photographing Shays running through streams almost above the rails. This whetted his appetite to see mainline steam before it vanished.

After first seeing the Johnstown (Pa.) traction system in July 1958, Solomon returned five months later, photographing car 350 on the Ferndale Line crossing the Stoney Creek bridge on December 27. Johnstown, a city of less than 50,000, was the last small U.S. city with trolleys, until June 11, 1960.

Searching for steam, finding traction

In summer 1958, he went on a steam search. He boarded the Pennsylvania Railroad's *Duquesne* on July 4 in Penn Station, got off at Harrisburg, and rode a local bus to Enola Yard, only to learn steam was dead there. After riding around Horseshoe Curve in early dawn, he arrived at Johnstown. A chance sunrise photo of a PRR passenger train there began a tradition of dawn and twilight photography for him.

An orange PCC streetcar was waiting in front of the station. "I had a ball in Johnstown, a wonderful, photogenic mill city. Up to then, the only modern streetcars I had seen were in Philadelphia and Newark. These photos are priceless today."

In Pittsburgh, he rode PCC cars up hills—the Fineview line was a favorite—and visited the Pittsburgh & West Virginia, which employed Fairbanks-Morse diesels. "When you asked, 90 percent of the people in those days were friendly enough to take you around. I got a cab ride up and down the line, about 10 miles."

He continued to Cleveland, using schedules from a six-month-old *Official Guide* that had been discarded at Penn Station. "It was so hard to get informa[illegible]lan a[illegible]p. I wish someone had written a book on t[illegible]st inte[illegible]ting things to see and how to get there. I was [illegible] playing it by ear. I get that same feeling of adventure today when I travel around Japan.

"The Shaker Heights Rapid Transit was fascinating. I saw low-platform streetcars running on the same tracks as high-level rapid transit for the first time, and I realized there wasn't just one way to do things. It was a valuable lesson when I became a transportation planner after college."

Solomon took a late-night bus to South Bend, Ind., and walked to the Chicago South Shore & South Bend interurban station. He wanted to be on a morning train out, to get

Colorful EMD E units for passenger service were a staple of pre-Amtrak Chicago railroading. On the Baltimore & Ohio Chicago Terminal bridge feeding Grand Central Station, Solomon captured a B&O E9/E7 duo moving toward the yard as they passed over two Pennsy E7's parked below at their shop.

North of the 16th Street junction on that same July 21, 1958, Solomon hit the jackpot as the Wabash *Blue Bird*, leaving Dearborn Station, passed underneath a pair of New York Central E units on the line into La Salle Street station. He would depart Chicago on the *Blue Bird* on his first dome-car ride.

sunrise pictures, and there was no easy railroad schedule from Cleveland that would do that.

At Michigan City, Ind., hazy clouds turned into bright sun. "That's the way I wanted to go to Chicago—on the interurban. I shot two rolls of Kodachrome 10-speed [ASA] that day with the Retina, double my quota, and a roll of Ektachrome 32-speed. I later alternated between Kodachrome and Ektachrome, which I developed myself in our kitchen in the Bronx. I got better results than the labs, but they never were as good as the Kodachromes. Still, I learned a lot about photo chemistry. Seeing my pictures on a big screen just hours after taking them was very important to me.

"I rode the North Shore Line to Milwaukee, and I rode all

A ride to Milwaukee on the North Shore Line was a must, and Solomon punctuated it with some photography, including this shot of Electroliner 802 heading south at 5th and Orchard streets on the morning of July 19, 1958.

The quaintness of an interurban is evident in this photo Solomon made of Niagara, St. Catherines & Toronto car 622 at Thorold, Ontario, on August 18, 1958, during his two-week trek that included Toronto, Ottawa, and Quebec.

the Chicago rapid transit lines in one [illegible] was totally dependent on public transit back then—[illegible]n't learn to drive a car until after Maureen and I got married in 1965." He spent a day on the Elgin, Joliet & Eastern; took his first dome-car ride, on the Wabash *Blue Bird* to St. Louis; and then headed east, by bus and train.

At Bluefield, W.Va., Solomon finally had to chance to photograph and ride behind mainline steam in regular service, on the N&W. After deliberately asking for a hotel room overlooking the tracks, he fell asleep "with the coal smoke and sounds of chugging engines coming in the window. I wouldn't have missed that experience for the world." He returned homeward via Roanoke and Lynchburg to Washington, fin-

ishing on the Baltimore & Ohio to Jersey City.

"I thought I'd rest a while, and catalog my slides, but there was more to come that August." Julien Wolfe, who'd been working all summer, wanted to go to Canada, so they made a two-week circle that included Buffalo, Toronto, Montreal, Ottawa, Quebec City, and Boston. "I rode a sleeper, in the upper berth, for the first time, from Toronto to Ottawa," Solomon says. "The CN sleeper was so cheap, it didn't pay to stay in hotels."

Expanding his experience

During 1959, Solomon hiked around the New York metropolitan area, along the docks, and rode just about every suburban line. "I came to realize that you can always get some kind of picture, no matter what the light, if you look for an interesting angle, had a reasonably fast lens and a tripod, even with ASA-10 film. I did a lot of experimenting then."

At an ERA meeting the next winter, he met Jack May, who was working with early computers on the new space program. Ironically, May lived only a block away in the Bronx and had gone to the Bronx High School of Science two years earlier than Solomon. In winter 1960, they planned a trip to Cuba, but after Fidel Castro took over that spring, they bought tour tickets to Europe instead. In Dusseldorf, Germany, Solomon got an urge to own a medium-format camera. "I couldn't afford the more expensive Rollei E or F, so I bought the T for just $100, a lot of money in those days. The ¼-inch square negative was better for prints than 35 millimeter. Whenever possible, I put the Rollei on the tripod with a cable release, and made another shot simultaneously handholding the Retina."

Solomon transferred to New York University, where he had access to a professional darkroom. "The new student center had two large darkrooms nobody knew about, reserved for a photography club. Julie [Wolfe] was at NYU too, so we started the club. We were the only members for a long

The Long Island Rail Road, with its farflung passenger network, was in Solomon's backyard. At left, LIRR's unique "double-deck" electric M.U.'s pass Island Park on the Long Beach line trestle on August 1, 1959. Below, 10 days later, we look from one LIRR train at another approaching Seaford on the Montauk Branch. Long Island had two RDC's for a time, RDC2 3121 and RDC1 3101, seen (bottom) in Queens on the Montauk Branch on November 6, 1960.

time! I made hundreds of 5x7 and 8x10 prints that first year, using two hypo baths and peroxide for archival quality. I bought professional books, taught myself printing, and eventually got into color printing."

After leaving NYU, Solomon did not have another real darkroom until he built one when he moved to Newton, Mass., in 1969. Richard and Maureen's second son, Sean, was born in Boston.

Richard's first real job came in summer 1961 when he worked on three issues of *Railroad* Magazine for its editor, Freeman Hubbard. Then, with his editorial experience as managing editor (1961-63) of ERA's *Headlights*, his photography, and a college science and engineering background, Solomon landed a job at "PMI," *Photo Methods for Industry*, a trade magazine.

Travel was essential, and now someone else would pay for his Pullman rooms and film. With professional connections (and discounts), he bought four Leicas, a Graphic View camera, and several tripods. Joining Solomon's photo excursions, in addition to May and Wolfe, often were Walter Zullig, Al Holtz, Bill Garrison, Harvey Glickenstein, Alan Schreibman, Jon Kaplan, and Arthur Schwartz—all of whom ended up in professional positions with railroa

At his friends' urging, Solomon starte[illegible]ulting [illegible]i-ness on urban transportation, beginning[illegible]ntrac[illegible]h the U.S. Department of Housing and Urb[illegible]lopm[illegible]to write textbooks on transportation plann[illegible]hat led [illegible]an appointment at Massachusetts Institute of Technology's Urban Systems Lab. Solomon spent 28 years at MIT, with gaps at the University of Massachusetts and four years as a Harvard Fellow. He has authored or co-authored five books.

In the early 1990's, the Defense Department asked Solomon's MIT group to make a super high-resolution electronic video camera as sharp as a 35mm still camera using Kodachrome film, if possible. "After years of work, we now have a dozen hi-res cameras, running at 60 frames per second, more than double conventional TV and movies, with characteristics that approach silver-halide film. On a huge screen, you think you are in the scene. I call it 'electronic presence.'"

Solomon's professional activity has moved to the electronic world, as he now does research on next-generation electronic imaging at the University of Pennsylvania. He still photographs frequently, though, usually with one or two

Leicas, and sometimes a Canon GL-1 digital video camera. He also will sometimes carry a Nikon digital still camera, to get images onto the Internet quickly. The super high-resolution video cameras, when he uses them, currently require a truckload of equipment to operate on-site. Ultimately, Solomon's goal is to record a large steam locomotive in mainline action using this newest imaging technology—a big change from his 1958 Kodachromes depicted here. ■

JOHN GRUBER, of Madison, Wis., is a contributing editor to CLASSIC TRAINS *and president of the Center for Railroad Photography and Art. A veteran contributor to our sister magazine,* TRAINS, *he also served as editor of* Vintage Rails *magazine.*

Offering contrasting styles of commuter haulage are New York Central T-2 motor 280 leading a third-rail-electric New York commuter train at Woodlawn Junction, N.Y., February 8, 1959, and a Reading Co. train at its namesake Philadelphia terminal in July 1964 behind a GP7-FP7 diesel pair. Meantime at New York's Penn Station in March 1960, one GG1 electric played with an express boxcar as another switched Southern coach 818 on a through train.

Denting NYC's last steam bastion

When a Fairbanks-Morse demonstrator diesel conquered the Indiana Division

By Robert Aldag Jr.

New York Central's Indiana Division, or more properly that of the Cleveland, Cincinnati, Chicago & St. Louis—the Big Four—is little noted in rail literature, but it was an important route in the heyday of passenger trains. For those of us who grew up in the 1920's and '30's and called Indianapolis home (as did NYC's Big Four), the Indiana Division was the center of attention. This was especially true for the 64.4-mile stretch between the state capital and Lafayette, which is where I learned about mileposts and how to make quick conversions of seconds per mile to miles per hour on my first trips home from Purdue University for Thanksgiving and Christmas. And if Saturday morning classes didn't prevent it, a guy could go home on all-stops train No. 14, riding the rear-end vestibule to soak up the sounds and the smells of hot brakeshoes and memorize the layout of the railroad.

Train 19 cruises through the end-of-double-track switch at Swanington, passing the "visible" home signal that caused the author a bit of consternation on the diesel test run. W. B. Wolverton photo.

M. L. POWELL; J. DAVID INGLES COLLECTION

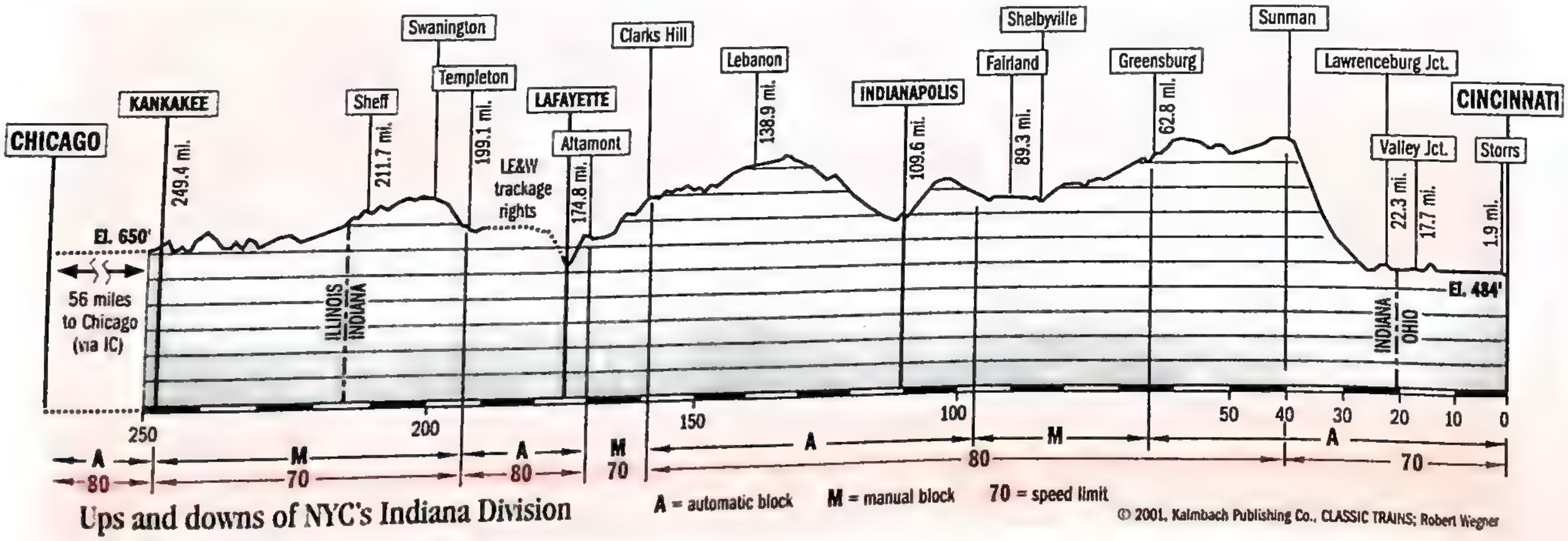
Deep in steam's twilight on NYC, Hudson 5373 rolls the *Riley* into Kankakee on January 23, 1956.

The *Knickerbocker* and the *Southwestern Limited* were Big Four's "name trains" on the St. Louis-New York run, but trains linking Cincinnati, Indianapolis, and Chicago were perhaps more worthy of note. They carried connecting sleeping cars for other roads' limiteds (Chesapeake & Ohio's *George Washington* and *Sportsman* to Washington, D.C., and Southern's *Royal Palm* to Florida), and they provided the fastest rail service between the Queen City and the Windy City, easily besting Pennsylvania Railroad service through Richmond, Ind.

Consider NYC train 5, the *Sycamore*. In the galaxy of stars on the vast New York Central System, the *Sycamore* was to the Indiana Division what the *Twilight Limited* was to the Michigan Central and the *Empire State Express* was to the main line, providing the premier regional service. The *Sycamore* left Cincinnati in mid-afternoon and made the Indianapolis-Chicago leg, 193.6 miles, in 3 hours 40 minutes, including a locomotive water stop at Lafayette and an engine change to an Illinois Central 1100-series Pacific at Kankakee, Ill. (Big Four trains used IC's main line from Kankakee north into Central Station, Chicago, a route that dated from the 19th century.) This easily beat the 4-hour schedule of the Monon's competing *Hoosier*.

Departing the Queen City's beautiful Union Terminal at 3:20 p.m. Eastern time, with intermediate stops at Greensburg (water) and Shelbyville, Ind., No. 5 arrived at Indianapolis at 4:25 Central time, an elapsed time of 2 hours 5 minutes that made for an average running speed of almost 56 mph. The train usually consisted of a combination baggage and smoker coach, three full coaches, a cafe lounge, and a first-class parlor car, all heavyweight equipment. A diner was added at Indianapolis, making a seven-car train for the dash to Chicago.

During the early years of the streamliner era, it looked as if the Indiana Division would be frozen in time as the world passed it by. As early as 1935, New York Central began to update its passenger service, rebuilding existing commuter-train cars and two K-5b class Pacifics, 4915 and 4917, into the successful *Mercury* between Detroit and Cleveland. Then, in 1937, came the new J-3 Hudsons and, in '38, the streamlining of the New York-Chicago *20th Century Limited*. Shortly before World War II, the Central gave its order to the Budd Company for new *Empire State Express* cars and, evidently, new cars for the



Ups and downs of NYC's Indiana Division

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Mercury. Obviously, NYC was on the move. Finally one day, in 1940, down at the telegraph office in Lafayette, friend Bill Wright of Portland, Maine, and I heard talk of a new train for the Indiana Division.

By spring 1941 the division had its new train, the *James Whitcomb Riley*, which made a daily round trip between Cincinnati and Chicago as trains 3 and 4. Its appearance was muddled only by the fact that the train itself, at inauguration, was simply the 1935 *Mercury* in new colors, handed down to the Big Four by the boys up north who had an all-new train for their Detroit-Cleveland run. O.K., but what about speed? At first glance the *Riley*'s schedule looked faster. The overall time westbound was 25 minutes less than the schedule for the *Sycamore*, but upon close analysis, those 25 minutes came from existing events. Fifteen minutes between Cincinnati and Indianapolis were gained by eliminating the stops at Greensburg and Shelbyville, 5 minutes at Indianapolis by cutting the station time from 10 minutes to 5, and 5 more by eliminating the Kankakee engine change, sending the NYC locomotive on into Chicago.

Apparently, those responsible for setting up the schedule for the *Riley* knew there was no chance to cut running time, given the limitations of the Indiana Division, which we'll soon examine.

Nevertheless, though not really a faster train than the *Sycamore*, this additional train with its new lightweight cars, luxurious interior appointments, and all-reserved seating stood as affirmation of the Central's aggressive stance on passenger business. And eastbound, it provided a new early evening departure out of Chicago that gave Monon's *Hoosier* its first real competition to Indianapolis in many years.

NINE YEARS after the *Riley* was inaugurated, I was manager of sales engineering for diesel-locomotive builder Fairbanks-Morse. By that time the *Riley* had become a deluxe consist of seven Budd-built lightweight cars, and I had a chance to take my first ride on it to Chicago after giving a talk about FM locomotives to the local diesel maintainer's club in Cincinnati. The train was well patronized, and my reserved seat was not on the milepost side, so I had to just lean back, take in the sounds—the train was still steam-powered—and enjoy the ride, rather than time and analyze it. However, as I noted the familiar fast running, the restricted speed zones, and the stops, it occurred to me that our new 2400 h.p. C-Line diesel-electric locomotive ought to be demonstrated on this train. A cursory comparison of weight and power had me thinking that such a demonstration might be successful.

No, we weren't kidding. We had our reputation on the line with the C-Line unit.

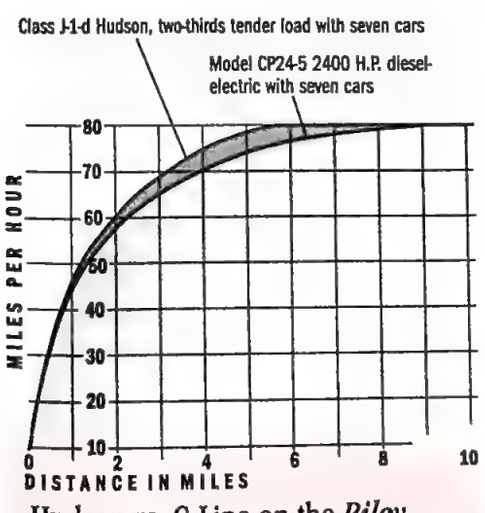
Evidently several key New York Central people agreed, including J.J. Brinkworth, Vice President Operations, West of Buffalo, for such a demonstration run was arranged. Our new two-unit, A-A (both cab units) 4800 h.p. C-Line demonstrator was just out of our Beloit (Wis.) plant, and the Central was slated to have it for several weeks. At first it ran between Chicago and Harmon, N.Y., on various trains, then it was assigned to take NYC's *Ohio State Limited* to Cincinnati. Upon arrival, the pair was to lay over about 24 hours and be split up. One unit would make a daytime round trip to Detroit, and the other would be dispatched on the *Riley* to Chicago.

Armed with Brinkworth's signature on a permit to ride the cab, I was on the Cincinnati Union Terminal platform on the morning of July 31, 1950, looking things over, when No. 3's conductor came forward. He took one look at our C-Line unit, which even with its unusual B-A1A wheel arrangement was not nearly as visually imposing as the J-1 class Hudson he was accustomed to, and uttered the equivalent of, "You've got to be kidding!"

No, we weren't, and we had our reputation on the line. Only the run itself would answer whether we knew what we were talking about. We weren't positive, but in looking at the numbers we'd concluded it was worth the try.

To explain the numbers, let's begin with the railroad. From the track profile [below left], it's obvious that NYC's Indiana Division was not the "Water Level Route." After the big climb out of the Ohio River valley, the line slopes gradually downgrade, as the southern two-thirds of Indiana is in the drainage of the Wabash River. At Indianapolis is the depression of the White River valley, and at Lafayette is the pronounced dip of the Wabash itself.

Beginning just east of Lafayette, at Altamont, the Big Four ran on 23.3 miles of trackage rights on the Frankfort (Ind.)-Peoria (Ill.) line of the Nickel Plate (the former Lake Erie & Western) through Lafayette and on to Templeton, 18.6 miles west, before diverging onto its own double-track main line.



Hudson vs. C-Line on the *Riley*

ROBERT ALDAG

Former P&LE K-5-a Pacific 4920 is a train-length out of the station at Lafayette as it rolls across the Wabash River with train No. 5, the *Sycamore*.

FM; CLASSIC TRAINS COLLECTION

FM's two-unit demonstrator set of 2400 h.p. cabs, 4801 and 4802, poses at its Beloit (Wis.) birthplace before setting out to impress the railroads.

After clearing the Wabash valley west of Templeton, the line gently descended to the Kankakee River at Aroma Park, Ill., just east of Kankakee. The dotted straight line drawn by the NYC draftsman to represent the IC main line is almost correct, there being just a shallow divide between the Kankakee River (part of the Mississippi River drainage) and the prehistoric basin of Lake Michigan in which Chicago is situated.

The hodgepodge of signal systems—stretches of automatic block and manual block—plus the territorial speed limits of 70 or 80 mph, inform us that running here would in no way be similar to running on NYC's main line. Add in the municipal speed limits of 20 mph through Greensburg, Shelbyville, and Lebanon; 30 on all turnouts entering and leaving double track; 15 and 20 over the terminal trackage at Indianapolis; and reduced speed from Altamont through Lafayette Junction to the depot in Lafayette, and it is apparent that power for acceleration at low speed and reduced train weight could be decisive factors in making the *Riley*'s schedule with our 2400 h.p. C-Liner.

In the case of a test run, the engineer explained he had to run strictly by the rules.

In respect to reducing total train weight, our locomotive had an advantage. The diesel and the seven-car train weighed a total of 623 tons, whereas a Hudson with a fully loaded tender would leave Cincinnati moving a total weight of 785.5 tons.

But we knew the diesel was not as powerful as the Hudson, for at the rail, our 2400 engine horsepower was reduced by transmission losses to a nearly constant 2040 h.p. over the speed range 20 to 80 mph.

Assuming average steam-locomotive boiler and running-gear condition, calculations based on the formulas developed by authorities on steam-locomotive design show that the 4-6-4 could deliver from 2150 h.p. at 20 mph up to 2675 h.p. at 60 mph at the rail. Since the 4-6-4 had to move 126 percent as much weight as the diesel, it went from a disadvantage of 17 percent at 20 mph to an advantage of about 4 percent at 60 mph.

The graph on page 45 illustrates the calculated acceleration of the two locomotives with the *Riley* on level track from 20 to 80 mph. The steam-powered train's total time for the 9.66 miles was calculated to be 8.56 minutes. The diesel's time for that distance was calculated to be 8.83 minutes, 16 seconds longer. That is not a big difference when laid alongside the extra standing time for the steam train to take water at Lafayette.

How about on the actual railroad? Steam's biggest advantage, surprisingly enough, was expected to come on the long ascending grade of 21 feet per mile westbound out of Indianapolis. On this grade, the little downgrade break at Eagle Creek near Zionsville enabled the Hudson to use its somewhat greater power in that speed range to quickly accelerate the train to nearly 80 (something I'd observed many times when riding the *Sycamore* back to school), with the result that its performance to the crest of that long ascent beat the diesel by about 4 minutes.

On the much more severe grade out of the Ohio valley, the higher weight of the steam train minimized the Hudson's power advantage. On the basis of both trains making a run for the grade, we calculated that the 4-6-4 would beat the diesel by only about 0.6 minutes at the top. It looked tight, but we thought our unit could make up for that elsewhere.

ON THAT MORNING OF JULY 31, 1950, we left Cincinnati on time, cleared the CUT tracks at Storrs Junction, and took off for Indianapolis. The engineer made a run for the big grade, but he was down to 55 mph by the time we were into the steepest part. We crested at around 40, feeling pretty good. Then my worries began. Between Sunman at the top of that hill and Shelbyville, we had three trackwork slow orders of 15 mph. At Indianapolis we were about 4 minutes late; the stop took the scheduled 5, so we left the capital late.

Two miles west of Union Station, the line intersected the Indianapolis Union's belt line at a non-interlocked crossing. The target was in our favor, requiring that we slow to 20 mph, but on this test run the engineer almost came to a full stop. *Rats*. Well, nothing we can do about that. We moved right along, tackling the long grade, cresting at around

63 mph, and then we picked right up to 80 approaching Lebanon.

In Lebanon, the railroad crossed U.S. 52 at grade at the east corporate limit, and at the west edge of town 2 miles down the line, the Pennsylvania's Indianapolis-Logansport line crossed above it on a bridge. In between were the non-interlocked grade crossing of the little Central Indiana, virtually defunct since the Depression, the Lebanon depot, and assorted street crossings. The timetable gave us a 20-mph speed limit "for engine only" over the entire distance from 52 to the Pennsy overpass. This was a stiff time penalty that had long been finessed, evidently by tacit agreement, such that engineers on the *Sycamore*, for instance, would begin braking about a quarter-mile east of 52, pulling the speed down to around 20 at the CI crossing. Then, immediately, they would open the throttle and accelerate the train, passing under the PRR at perhaps 35 or 40 mph. That is what I expected this day on the *Riley*. Instead, we braked to 20 and held there for the entire length of the train to cross the CI diamond and on past some of the street crossings to the depot. The engineer nodded knowingly when I mentioned the steam practice to him, easing my pain a little by saying that in the case of a test run, they had to run strictly according to the rules.

The same sort of thing happened west of Lafayette between Templeton and the end of double track at Swanington. The approach signal for the Swanington interlocking was set to permanently display a yellow aspect. This means the train is to reduce speed prepared to stop at the next signal. But in almost any weather, the home signal at Swanington could be seen clearly from the approach signal. The home signal was one of those typical NYC two-mast affairs with four upper-quadrant semaphores facing westbound trains. When the upper right-hand blade was vertical with the green lens displayed, the train on the westward main was cleared to enter single track, to cross the Chicago, Attica & Southern at grade, and to proceed to the next manual block station. Seeing that from about a mile away, engineers on passenger trains had a standard practice of maintaining train speed until necessary to brake down for the 30-mph turnout. But on this demonstration run, our engineer, in strict accord with the rules, reduced to 30 for nearly a mile between the approach and home signals, costing us nearly a minute.

As we came into Kankakee, I noted with not a little dismay that we were still about 3 or 4 minutes late. The engineer smiled and said, "Don't worry about that; they don't do much better than this any time."

I wasn't so sure. But when we got away from Kankakee in good time and were put on the center track of IC's three-track main line where we could really stretch our legs, I was encouraged. Our unit had no trouble getting that seven-car train up to 80 and holding it there. Given the standard practice of having a little slack at the tail end of a published timetable schedule, we appeared, at least, to have made up those lost minutes, and indeed, we went in to Central Station in Chicago on time.

The best part of the whole day was the elation in Mr. Brinkworth's voice when he telephoned to congratulate us. I suspect we had made a point for him. Our diesel had successfully invaded one of the last bastions of steam on the New York Central. ■

POSTSCRIPT: The west end of the old Big Four, particularly the Cincinnati-Kankakee and Indianapolis-St. Louis routes, indeed was the vast New York Central system's last bastion of steam. The *James Whitcomb Riley* was regularly Hudson-powered into early 1956, and Riverside Yard in Cincinnati remained a hub of steam activity throughout that year with 0-8-0's, 2-8-2's, and 4-8-2's active on transfers and road freights. Riverside was also the site of the last "official" NYC steam run, with H-7 class 2-8-2 1977 on May 2, 1957.

Fairbanks-Morse, moreover, did sell its unusual five-axle CPA-24-5 C-Line passenger units to NYC, six of them (given numbers 4500-4505), in early 1952. Along with a dozen 1600 h.p. CF-16-4 freight units, they were among the last FM cab units bought by the Central. In those heady days for diesel builders, when railroads were in a hurry to replace steam, NYC sampled from all five companies, including carbody units—freight and passenger—from the four that made 'em (Alco, Baldwin, EMD, and FM—Lima built only switchers and road-switchers).

But Fairbanks-Morse was always a minority player. While its 49 carbody units on the New York Central bested Baldwin's 38, they paled in comparison to Central's 209 Alcos (197 for freight, 12 for passenger excluding Pittsburgh & Lake Erie) and 465 EMD's (110 passenger E's and 355 freight F's). To add insult to injury, NYC in 1955-56 removed the 12-cylinder in-line, opposed-piston FM engines from its 8 CPA-24-5's and replaced them with EMD 16-cylinder 567C's at Collinwood (Ohio) shops. All NYC FM cab units had short careers, being retired by the early or mid-1960's, the 4500's in October 1966.—*J.D.I.*

ROBERT ALDAG graduated from Purdue University in 1940 and worked for the Erie and the Burlington railroads before joining FM in 1946. He played a key role in the development of FM's pioneering, 2400 h.p. Train Master road-switcher, and had risen to be manager of FM's Railroad Division when he left FM for a non-rail manufacturer in Beloit in 1960. He retired in 1986. Aldag's two-part series on FM, "Against the Odds," in March and April 1987 TRAINS, won the 1988 David P. Morgan Article Award in the Railroad History Awards series sponsored by the Railway & Locomotive Historical Society. Aldag died in Tacoma, Wash., on May 29, 2000, at age 82.

The Central did buy six of FM's unusual B-A1A-trucked, 2400 h.p. passenger cab units, one of which—4505—rolled through Otis, Ind., on the main line bound for Chicago on April 10, 1954.

EUGENE VAN DUSEN; J. DAVID INGLES COLLECTION

Gallery

Photo Classics

CHUCK YUNGKURTH COLLECTION

On a summer morning around 1950, Chicago & North Western E-class 4-6-2 1640 pulls out of the lakefront depot in Milwaukee with a secondary train for Green Bay. At the extreme right, a man watches the show from a bench in the city's Juneau Park.

FRANK QUIN PHOTO; J. DAVID INGLES COLLECTION

JAMES THORP PHOTO; JAY BEEDE COLLECTION

It's about 1 p.m. on an early-1950's day as Central Vermont 4-8-2 600 rolls into Montpelier Junction, Vt., with the *Ambassador*. The sturdy train left Montreal in the morning, and will split into Boston and New York sections at White River Junction.

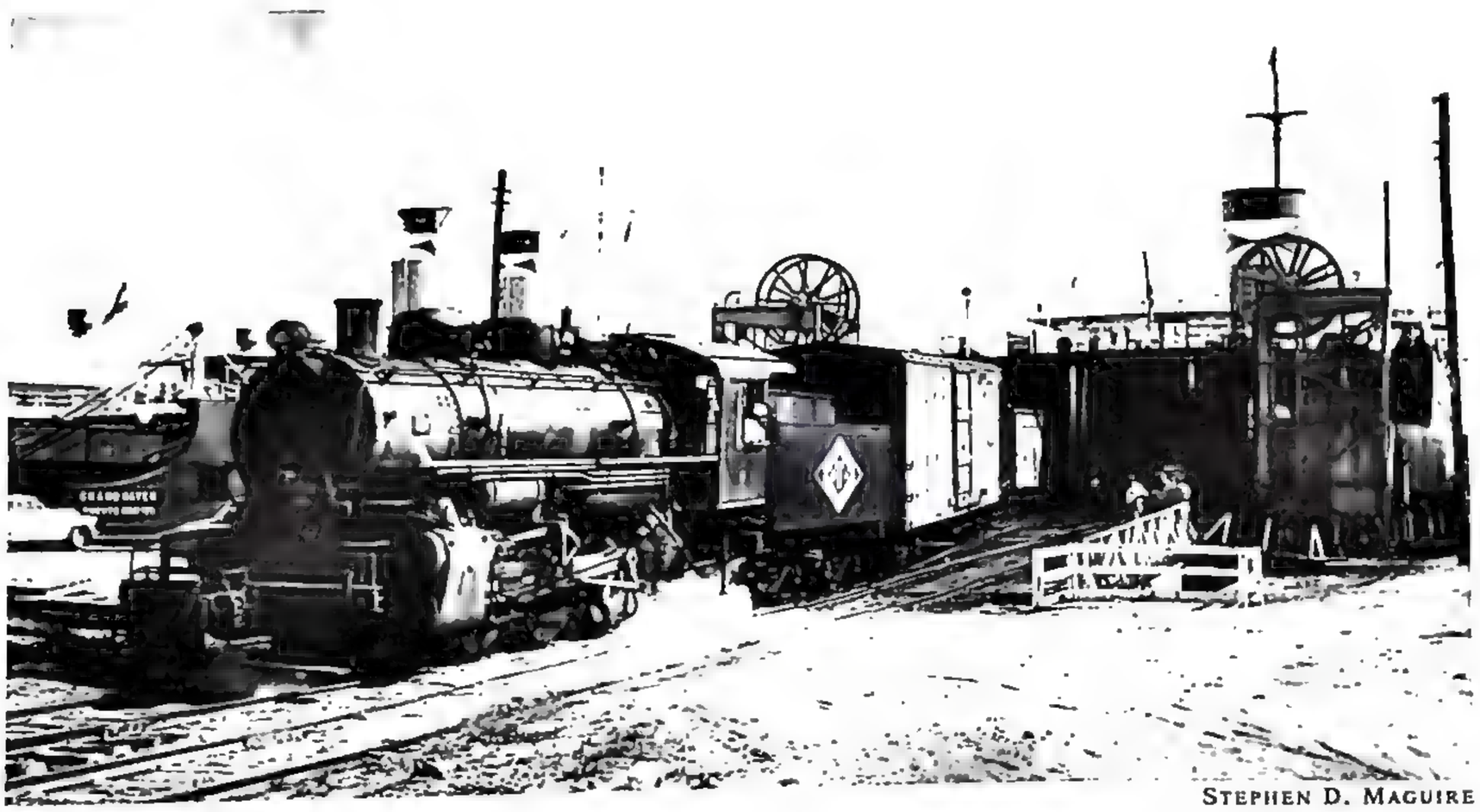
In 1947, the Rock Island was a railroad on the go, riding a wave of dieselization, streamliners, and major line improvements that would soon see it emerge from a long bankruptcy. Here, a 5000-series 4-8-4 heads a long freight through a new cut, part of a 3.97-mile line relocation near McPherson, Kans.

Photo Classics

ROBERT A. LE MASSENA

Least-remarked of the Rio Grande's mainline mountain crossings was Colorado's La Veta Pass, where massive 2-8-8-2 3615 fights the 2.5 percent eastward ruling grade in 1950. At right is the Fir stock spur; the summit lies just ahead, on the upper level of the horseshoe. A balloon track, hidden at left, turned helpers and snowplows. Loads mostly ran east: visible from our perch on the caboose are ART reefers loaded with San Luis Valley lettuce, and tank cars from the Gramps refinery in Alamosa.

West Palm Beach Terminal Co. 0-6 [illegible] from [illegible] India Fruit & Steamship Co.'s *New* [illegible] just in from Havana, Cuba. With its two Army-style [illegible] mile-long FEC ST was an oasis of steam in south Florida at the time of this February 17, 1954, photo. Beyond lies WP&S's older *Grand Haven*.



STEPHEN D. MAGUIRE

DAVID W. SALTER

One short line helps another as the South Georgia Railway uses equipment borrowed from the Live Oak, Perry & Gulf to fill the trestle approach to SGR's crossing of the Atlantic Coast Line at Quitman, Ga. LOP&G 4-6-0 102 handles three automatic and two manually operated dump cars in this September 1950 scene.

On Washington's Olympic Peninsula, 2-6-6-2 38 of logger Rayonier Inc. noses up to a homemade "caboose" after bringing empty cars to the Boulder Creek reload site. Built for Weyerhaeuser, the 1934 Baldwin Mallet went to the Sierra Railroad in '52, then to Rayonier in '55, where she worked into the mid-'60's.

STAN KISTLER

Hitchin' a ride

In an Illinois snowstorm, a Wabash freight was the only way home

By J. David Ingles • Photos by the author

DURING MY UNDERGRADUATE YEARS at MacMurray College in Jacksonville, Ill., one "gateway to sanity" for me and my railfan buddy, Charlie Mote (usually known as "Chas"), was to spend some time up the street at the Wabash's JA Tower. No one ever called it JA, mind you, it was just "Jacksonville." We were up there frequently. In fact, it's been said that I "minored in railroading" at "Mac," and our usual "professor" was operator Charlie Marks.

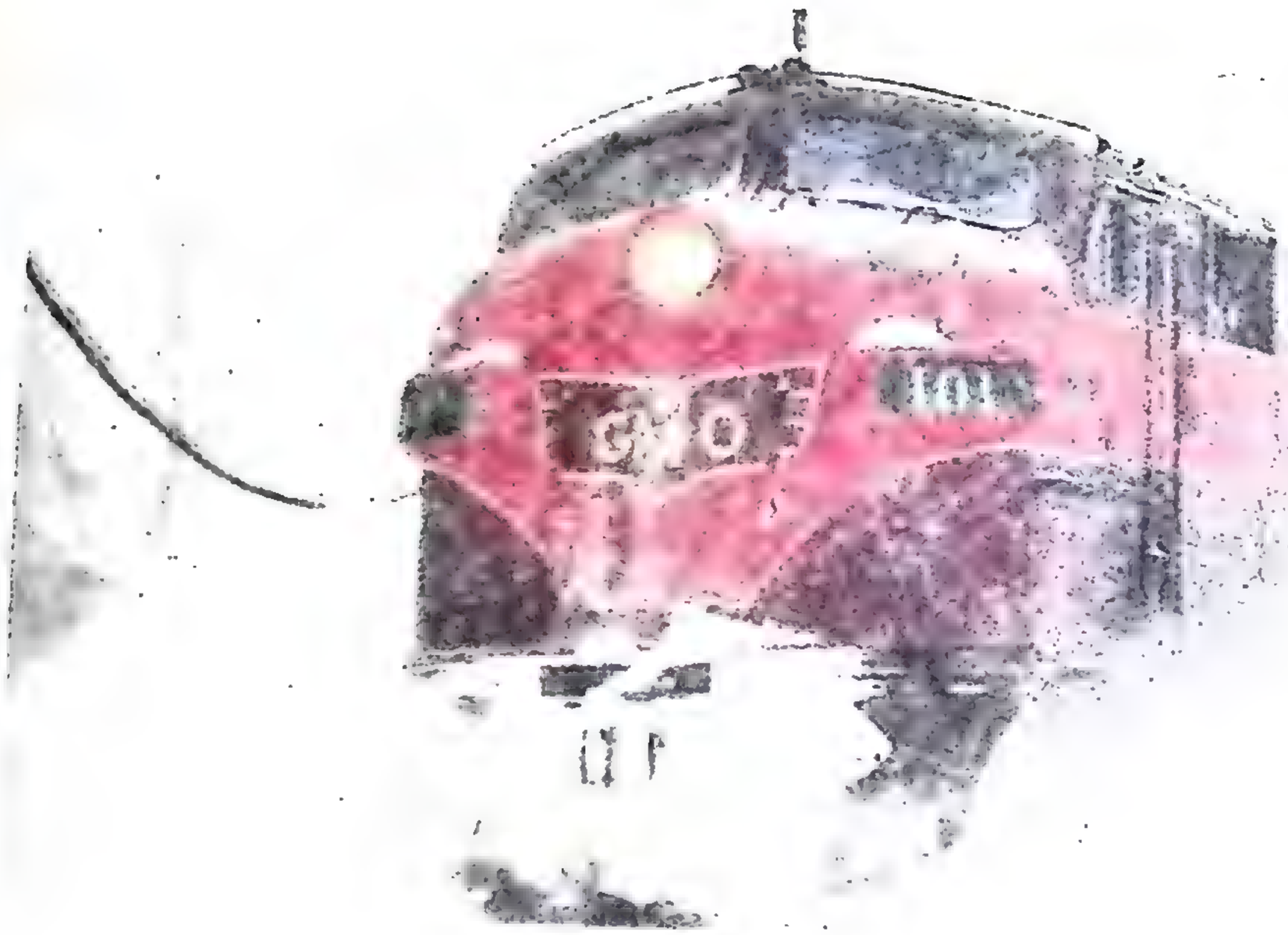
The tower, on the city's northeast side, sat between two diamonds on Wabash's 10th District, the Decatur Division's single-track main line linking the railroad's hub of Decatur, Ill., and Outer Depot yard at Hannibal, Mo. This route to Kansas City, via Moberly, Mo., enabled Wabash to take advantage of its unique trans-Mississippi River position and bypass St. Louis with a direct and fast route linking Detroit, Toledo, Fort Wayne, and various Eastern-road interchanges with K.C. and its numerous Western connections. On the west side of Jacksonville Tower was Burlington's line from Beardstown to the southern Illinois coalfields and Paducah, Ky. On the east side was Gulf, Mobile & Ohio's "Jack Line," a long branch from Bloomington to Roodhouse, Ill. CB&Q ran one through freight each way a day plus a Beardstown-Jacksonville local turn. GM&O had trains 76-75, an up-one-day, down-the-next, except-Sunday wayfreight out of Roodhouse. The Jack Line had provided Jacksonville's last rail passenger service, Bloomington-Kansas City motor-car trains 9 and 10, which had come off in 1960, two years before I enrolled at MacMurray.

Charlie Marks worked a swing shift in those days, with, as I recall, two first tricks ("days," 7 a.m.-3 p.m.), two seconds ("afternoons," 3-11 p.m.), and one third ("midnight," 11 p.m.-7 a.m.). Friday and Saturday were his off days. His Sunday job wasn't at Jacksonville, though, rather the first trick over at Iles Tower, 31.7 miles east in Springfield, where the Wabash crossed GM&O's Chicago-St. Louis main line; also in the interlocking plant was the switch where GM&O's "Air Line" diverged for Roodhouse. And for two railfans attending a school which forbade live-in students to own cars (God forbid they'd escape to the big city each weekend), Charlie was an easy, regular ride over to the capital city.

First was a treat: KD4 led by Wabash 820 (left), one of four newly acquired ex-Ann Arbor FA2's. In late morning, Wabash DK3 went west behind four F7's and a U25B (above), looking much like the train on which we'd hitch a ride.

On most Sundays when we went with Charlie, we just hung out with him at Iles, often punctuated by a visit with another railfan friend, Dick Wallin, who lived along the GM&O a mile north of Iles. And we didn't go that often—it's hard, you might remember, for a college kid to roust himself to go anywhere at 6 a.m. on a Sunday.

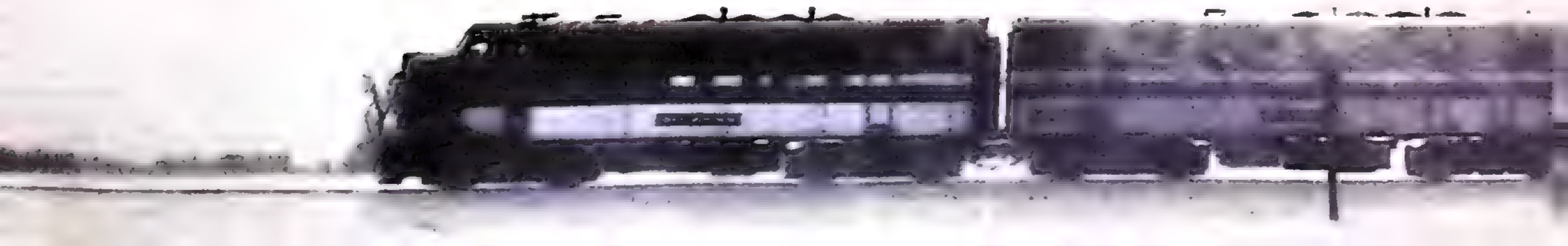
For Sunday, January 12, 1964, though, we'd decided to go to Iles with Charlie. The weather forecast called for snow, so it would be a good opportunity for some winter shots; we dressed accordingly. As we rode east on U.S. 36, it began to snow; in fact, it was snowing pretty good when we got to Iles. It kept snowing. There weren't a lot of trains on the two lines in those days, but you could always bank on a few. First came Wabash KD4 eastward, led by a treat for us—newly repainted Alco FA2 820, one of four just acquired from subsidiary Ann Arbor. (Wabash's own 12 FA1's/FB1's were already gone, traded in on new GE U25B's.) Spotting the FA, I shot a faraway slide (left) so I could take a close-up black-and-

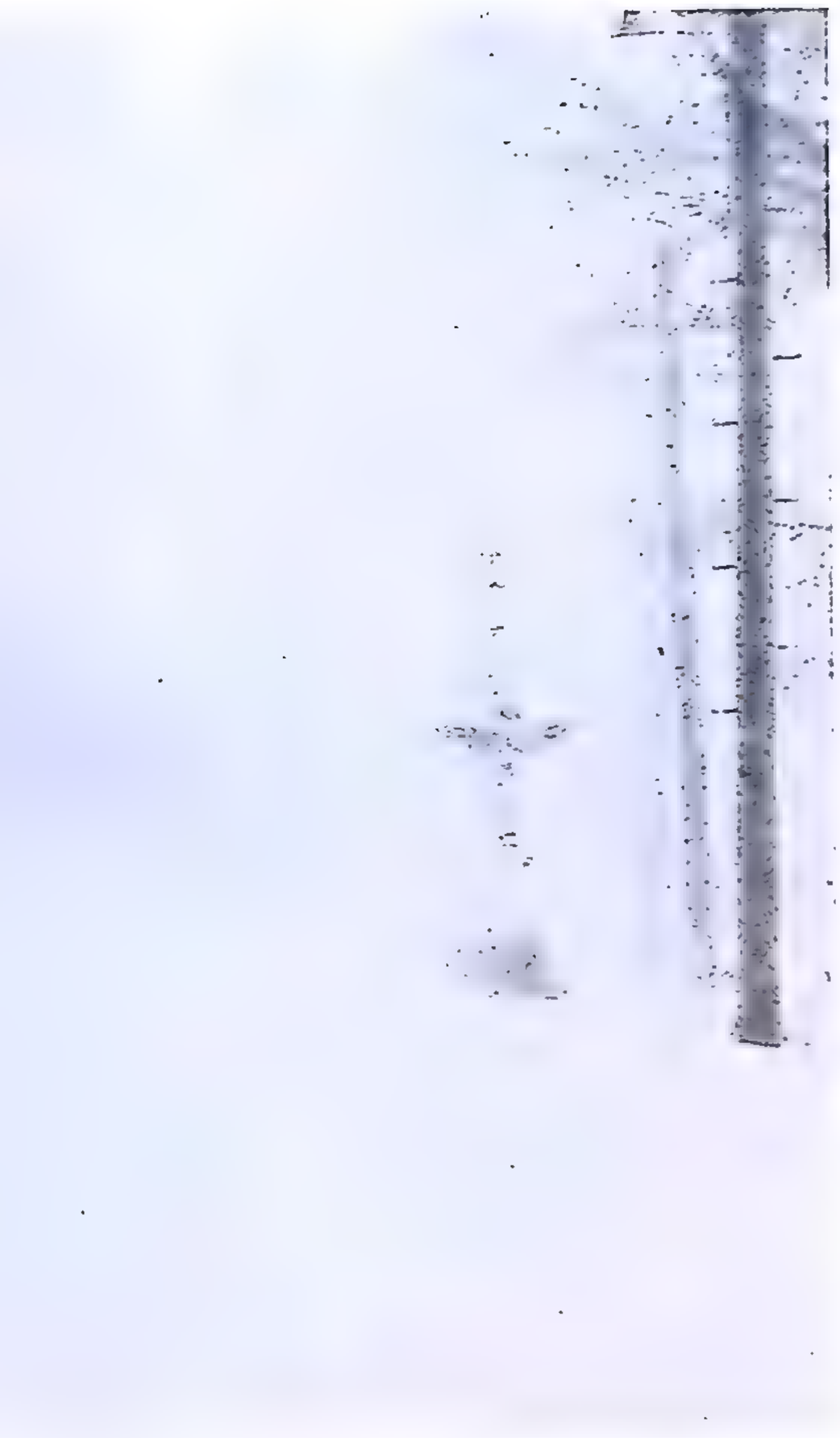


white, to send to TRAINS as a "news photo" candidate. (It wound up being used in a Christmas subscription ad the next November and December.)

It was still snowing. Next was Wabash westbound DK3 (D stood variously for Detroit or Decatur, K for Kansas City), then GM&O 94, off the Air Line, behind a somewhat unusual F7A-B pair (most of GM&O's F's were F3's). It was still snowing. Then came GM&O 32, the mainline "through train" from Venice (the St. Louis area yard) to Bloomington, behind the usual four F's. It was still snowing, but Dick Wallin managed to fight his way out to Iles, and we rode up to his house for a short visit and lunch. While there, we dutifully slogged outside to photograph the passage of both No. 2, the Chicago-bound *Abe Lincoln*, and after lunch, No. 1, the *Limited*, as they glided silently by through the deepening snow at the Cedar Street grade crossing by Dick's apartment.

Dick took us back to Iles in time to hook up with Charlie Marks before 3 p.m., but we found we now had a problem—U.S. 36, and every other road out of Springfield, had been closed by the Illinois State Police owing to the bad weather. What to do? The answer was simple: Charlie rang up an operator friend who was working in Jacksonville that day, and then the dispatcher. Freight ADK1 ("A" for "advance," although both it and DK1 ran every day) was out of Decatur already, and as usual, would make a mid-afternoon stop to





pick up and set out at Wabash's small Shops yard in Springfield. Charlie was to leave his car at the Shops yard office while his buddy working Jacksonville, who lived in Decatur, would leave his car at Jacksonville Tower and catch a ride out on an eastbound freight. Charlie would use his car until the roads were reopened and a swap could be effected. Keys were to be left with other railroaders working at each site. The two Charlies and I were met at the yard office and driven to the Laurel Street grade crossing south of the yard to await ADK1's arrival, by now in the gathering darkness. It was still snowing.

When ADK1's F7's stopped near Laurel during one of their setout moves, Marks hollered up to the engineer that the roads were closed and he needed a ride home to Jacksonville. Only then did he reveal that he had two "passengers" to go along. No problem. We were directed to the rear unit. Its Springfield work completed, ADK1 got underway for Iles and Jacksonville, and for close to an hour, we all contemplated life from aboard a toasty warm F7 cab, looking out into the darkness at the swirling drifts that had closed 36.

Charlie had told the crew to ease the units to a stop at Jacksonville Tower, and we'd get off quickly, meaning the train's halt would be momentary. But as we approached the edge of town, doing 35 or so, we detected no reduction in speed. There was a slight rise approaching the tower, but not enough to cause a problem in halting the train.

"Damn. I bet they forgot about us," exclaimed Charlie. "Whenever we get stopped, you guys just get off from back here, and we'll figure out the next step from there," he said, darting off into the engineroom. He had four F units to maneuver through to get to the lead cab. Would we be past Jacksonville, out in the country in a snowstorm, before the train could get stopped?

Not to worry. Charlie must have flown through those enginerooms, cabs, and nose doors to the front end. "The minute I opened their cab's engineroom door, they remembered, of course," he said later. The hogger, apologizing profusely, eased ADK1 to as fast a stop as he could prudently accomplish. Now, Charlie, his wife Doris Ann, and their two daughters lived just north of the tracks over on the west side of town, and as luck would have it, ADK1 ground to a stop only a couple of blocks from their house. It was still snowing.

We climbed down, ADK1 tooted off, and in less than a minute was on its way to Hannibal. We walked down the middle of the unplowed streets to Charlie's house, and filled Doris Ann in. I called Jay Weber, a college friend who lived in town and had a car, and who could come over. We soon hitched a ride with him—our fourth hitch of the day, counting Wallin and, of course, the big one by train. After dropping Charlie at the tower to get his operator friend's auto, Chas and I grabbed a slightly late supper with Jay and went back to the dorm. It finally had stopped snowing.

The total snowfall was only a foot or so, as I recall, maybe a bit more, but in that flatland territory it's the wind and drifting out in the country that causes problems. Two days later on a bright sunny, frigid morning, we rode with Charlie over to Iles and back so he could swap autos, and so we could see the winterscape. I count that ride, although in two cars, as only one "hitch." ■

After lunch at Wallin's, we dutifully slogged outside to photograph GM&O No. 1, the *Limited*, heading for St. Louis (left). Two days after the storm, as we rolled along U.S. 36, we saw a rare A-B-A F7 set (below) on eastbound KD4 near New Berlin. Wabash had only 9 F7B's, vs. 118 F7A's.

Memoirs of a railroad janitor

The Southern Railway of the 1960's was a place for adventure, even for a college guy

By Ron Flanary • Photos by the author

ON THE MORNING OF AUGUST 5, 1967, Southern Railway officials joined their Westmoreland Coal Company counterparts to load and dispatch the newest unit coal train on the system. Earlier, the mining company had completed the new Wentz Mine and preparation plant north of Stonega, Va., on the Interstate Railroad (a coal-hauling subsidiary of SR in far western Virginia). The first train of metallurgical coal was now loaded and ready to roll behind four black, gold, and white SR SD35's. Destination: Birmingham.

The day was also significant because the Brotherhood of Locomotive Firemen & Enginemen struck the Interstate over the railroad's refusal to extend an old contract calling for more firemen. The union's agreement with the short line was different from the one with parent SR. Predictably, battle lines were drawn, and the usual test of wills between labor and management was under way.

Extra 3017 East—the "Birmingham Special"—got out of town O.K., but with company officers acting as crew. Other management crews were dispatched as the railroad gamely rose to the task of keeping the coal and other commodities moving during the strike.

The Interstate strike would last almost until Christmas. In the intervening months, nearly every qualified officer on the Southern would be cycled up to Andover, Va., for strike duty on the Interstate. To feed all these out-of-town "guests," the railroad assigned a dining car and a streamlined sleeping car to serve as a dormitory for the diner's crew. To clean up the accumulated mess at the various offices, crew rooms, and other facilities at Andover, the railroad hired a "contract" janitor. This fellow was not a full-time employee, but actually a vendor who did the work for a lump-sum amount each pay period.

Launching a railroad career

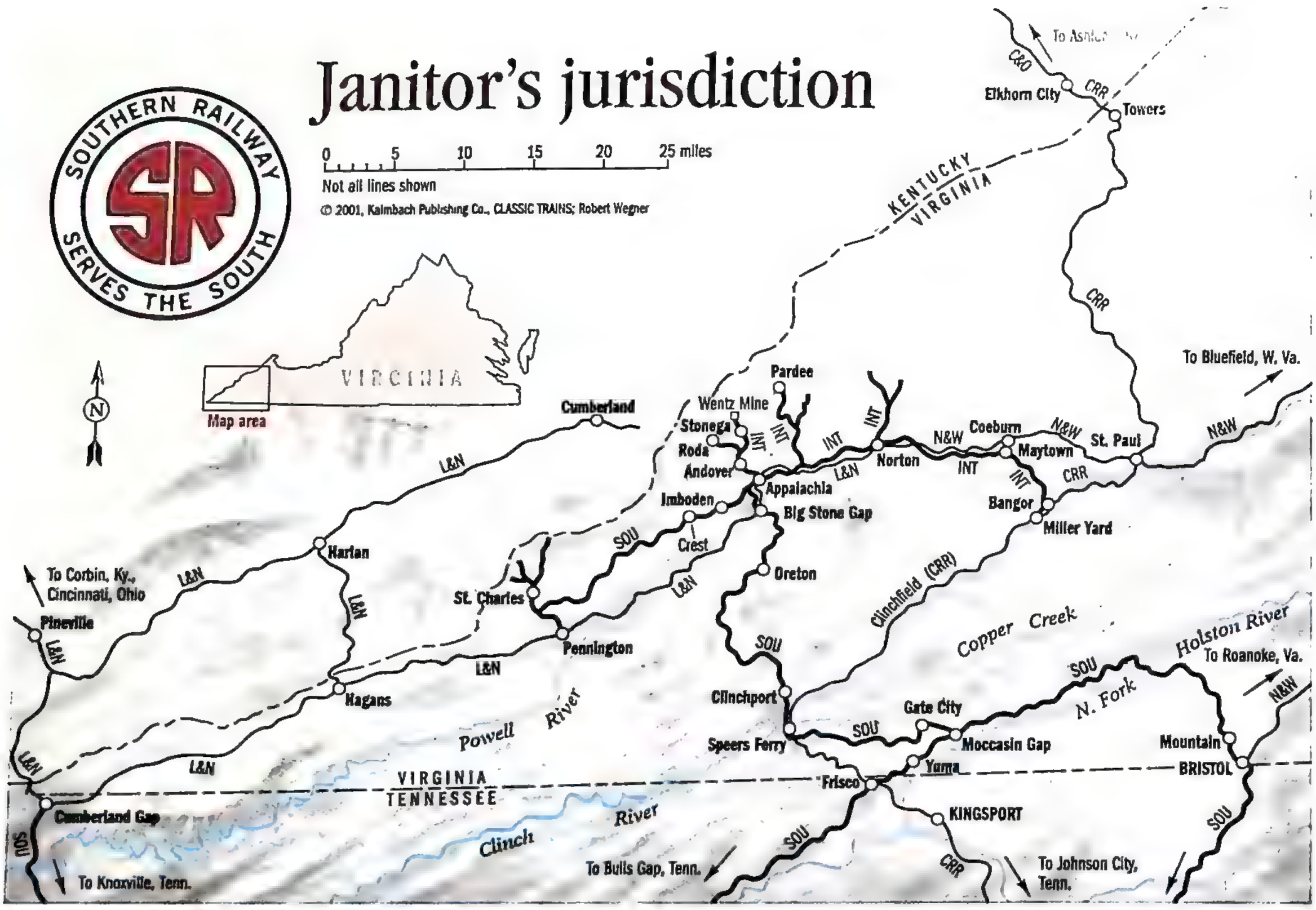
By early 1968, things were settling back to normal on the Interstate and Southern's Appalachia District (also affected because SR crews worked out of Andover and thus could not cross Interstate picket lines). The contract janitor figured he'd enjoyed enough adventure on the railroad, so by April the ATC (agent-terminal control) at Andover was looking for a replacement. Alerted to the opening by my friend Sonny Birchfield (first-trick operator at Andover), I inquired about the position.

As it turned out, the job wasn't too bad. For the princely sum of $200 per pay period, all I had to do was clean the Interstate offices (which housed the general manager, trainmaster, clerks, dispatchers, assistant division engineer, and a few other offices); the scale house (at the throat of the yard, containing offices of the superintendent-terminals, agent-terminal control, ope-

Trainsheet and pen in hand and microphones at the ready, author Flanary poses at the Interstate dispatcher's desk in a 1969 photo taken by the real dispatcher, H. L. "Cub" Culbertson.

Floodlights bathe the modest Interstate engine terminal at Andover, Va., as Southern F7 4217 idles away the night in September 1969.

Janitor's jurisdiction



rators, billing clerks, and crew callers); the enginemen's washroom; and the ice house. To a fellow finishing up the second year of college, this was serious money. Besides, it would take me to Andover five days a week, where I'd have the run of the place—no restrictions. I got the job, and my railroad career was launched. The following day I reported in work clothes and with a large ring on my hip to hold all the keys I would need. My ego was swollen with new self-importance.

As Commandant of Urinals, I reported Monday through Thursday evenings to haul out the prodigious quantity of trash and paper that accumulated each day, plus sweep, mop, and generally straighten things up. Saturdays were longer, giving me time for more ambitious projects such as washing windows or stripping old wax and applying new wax on the linoleum tile floors.

Everyone was especially nice, although I really hated to show up before the Interstate office staffers finished their tours of duty. The chief clerk to the general manager was Jess Stegall—nit-picking champion of the free world. If Jess were still on the property when I arrived for work, he would follow me back to the storeroom. He then would begin pointing out the long list of items I had "overlooked."

"You really need to clean these windows."

"I cleaned 'em last week."

"Well, they're dirty again—and it's because you don't use the right stuff."

"And what is that?"

"Hot water and white gas (a.k.a. kerosene)—and by the way, Mr. Gurley's toilet has a ring around it—use more Pine-Sol and hot water—lots of hot water."

But not everyone was as bad as Jess. There was H. L. Culberston, or just "Cub," the second-trick dispatcher. Cub was an interesting guy. Just about every night he would make an unusually strong pot of coffee and serve up some molasses cookies. Cub's coffee was the consistency and color of motor oil after you were 2000 miles late for a change. The cookies were used to get the taste of the coffee out of your mouth.

"T.E.G." and "Broz"

Thomas E. Gurley, or just "T.E.G.," as Southern was wont to address its officers, signed on with the Interstate out of Georgia Tech in the early '50's as what Southern would later call a management trainee. He was a civil engineer by training, but he was interested in climbing the railroad management ladder. After 1961, when the Interstate was merged into the Southern, Gurley was an integral part of SR President D. W. Brosnan's management team. When I showed up in 1968, he was the general manager of the Interstate.

Mr. Gurley was a classic Brosnan-school manager—even though on his worst days he still didn't approach the hellish wrath for which "Broz" was known. I remember when Bill Brosnan came to Appalachia on an inspection train in 1964. I was probably the only non-railroader in town who knew who he was, so I stationed myself near Southern's old yard at Appalachia to catch a glimpse of the storied tyrant.

I also remember a long string of bad-order hoppers that rattled up from Knoxville's Coster Shop later that year. They were "hidden" on various sidings around town. Why? Because Broz was expected in Knoxville, and the managers at Coster wanted to get through

Southern's train 61, the so-called "Bristol Man" to Norfolk & Western's Saltville branch, arrives at Appalachia on May 23, 1960, behind four F units.

that particular week and remain on Southern's payroll. That string of broken-down cars was a sure-fire ticket to the unemployment line.

At last, an insider's perspective

Being in the center of the action—railroad-wise—was a tremendous experience for me. When VIP's were on the property, or something new was going on, I could be right in the thick of it. I could witness special movements as an "insider," with plenty of advance notice.

Typical of these happenings was an October 30, 1968, inspection special. Southern's board of directors was to arrive early that morning by special train from Washington. I was advised to have the place spic and span for the visiting officials. This meant working through the evening and wee hours of the next morning stripping off old wax, applying new, and getting things in order.

Shortly after daybreak I was with Howard Rhymer, superintendent-terminals, as the special rolled into town. It was a great sight, with four freight F's leading a heater car and a mix of SR and Pennsylvania Railroad sleepers, a diner, office car 14, and *Virginia* and *Carolina*, the traditional two-car, heavyweight rolling command post for SR's presidents. As I had with Bill Brosnan, I watched his successor, W. Graham Claytor Jr., step out onto the rear platform, pull on a fresh pair of leather gloves, and take in the crisp morning air of an Appalachia morning.

Another 1968 "happening" was the arrival of SR's first road-service GE locomotives, U30C's 3100-3104. The purchase of these five units had only come as the result of a fervent sales appeal to D. W. Brosnan. A staunch EMD man, Brosnan reluctantly agreed to try out at least a few of the upstart GE diesels (although EMD got a big order from Southern for SD45's that same year). True to Brosnan's preferences, the Appalachia District ultimately remained EMD territory, as the new "U-boats" soon were dispatched to the Carolinas.

Big Sid

Of the three railroads serving Appalachia, the first to operate a diesel-electric into town was the Southern. In summer 1947, a four-unit set of black, gold, and "imitation aluminum" F3's arrived to show its stuff. While local onlookers scoffed at these shiny and surely inferior machines, the quartet began hauling more than twice the eastbound tonnage of the best steam SR could muster—the Ls-2 2-8-8-2 "Simple Mallet." For some reason now lost to memory, the new diesels were given the nickname "Big Sid."

At Andover, each night I walked between rows of the venerable carbody units as I made my rounds from toilet to toilet. I knew management was talking seriously about replacements—perhaps by the summer, or fall at the latest. On March 22, 1969—just a typical day, but sunny and great for photos—I took a few shots of some of the F's laying over on Andover's servicing tracks. Years later, when I looked through the negatives from that day, I realized that one of them—the 4172, an F3 upgraded to F7 specs—was one of the two A units in that first set to arrive in Appalachia. After all those years, Big Sid spent his last months riding the same route that

earned him the nickname, and I hadn't even noticed. The more things change, the more they stay the same.

Ticket to ride

For as long as the railroad into Appalachia was operated as a part of the Southern, the division headquarters was in Bristol. By the late '50's, though, many of the smaller divisions had been consolidated with neighboring ones. This meant that the old Appalachia Division had merely become a District, as part of the Knoxville Division. This became the Knoxville-Memphis Division under another round of consolidations, and today is the Tennessee Division on Norfolk Southern.

The summer of '69 brought news that the old Appalachia Division would be re-established with headquarters at Andover. This time the Interstate Railroad would be placed under its jurisdiction, which meant everything and everybody at Andover would be under common command. Mr. Gurley was named superintendent.

On July 18, 1969, two days after Apollo 11 blasted off for man's first landing on the moon, I was going through the usual cleaning routine. Mr. Gurley emerged from his office and handed me a clean sheet of paper.

"Sit down there at the typewriter and take a little dictation." (This clearly wasn't in my job description!)

He began talking, and I began typing: "To All Concerned: This is your authority to permit Ronnie C. Flanary to ride your train. Restricted to Appalachia Division, locomotive cab only. Signed, T.E. Gurley, Superintendent."

I could hardly contain my elation. He told me he wanted me to stay off cabooses—slack action, you know—but I was free to ride any train: locals, mine runs, unit trains, whatever my little heart desired. Of course, I also signed a release, and he also asked me to get the O.K. from my parents, but I was on my way. There was a caveat: he wanted me to visit every single mine and industrial spur and draw up a trackage diagram, noting car capacities, derail locations, and any other notes that would be important. This was all to be keyed to a division map and placed in a three-ring binder. Why? It was my "training exercise"; he made no bones about the fact he thought I was a good candidate for the Southern's management trainee program. The notebook would also be handy for new officers, and for strike duty, when more "guests" would be on the division.

I wasted no time testing my pass in the field. That evening I climbed into the cab of F7 4213 and showed it to engineer Coy Leonard. "That's fine with me," he said. "Just make yourself at home." That night, as the Yuma Turn rolled homeward through the Virginia darkness, I stuck my head out and looked back at the illuminated portholes of five F units, the whine of their dynamics rising in protest to the weight of the long train. It was definitely a good job.

I was free to ride any train: locals, mine runs, unit trains, whatever my little heart desired.

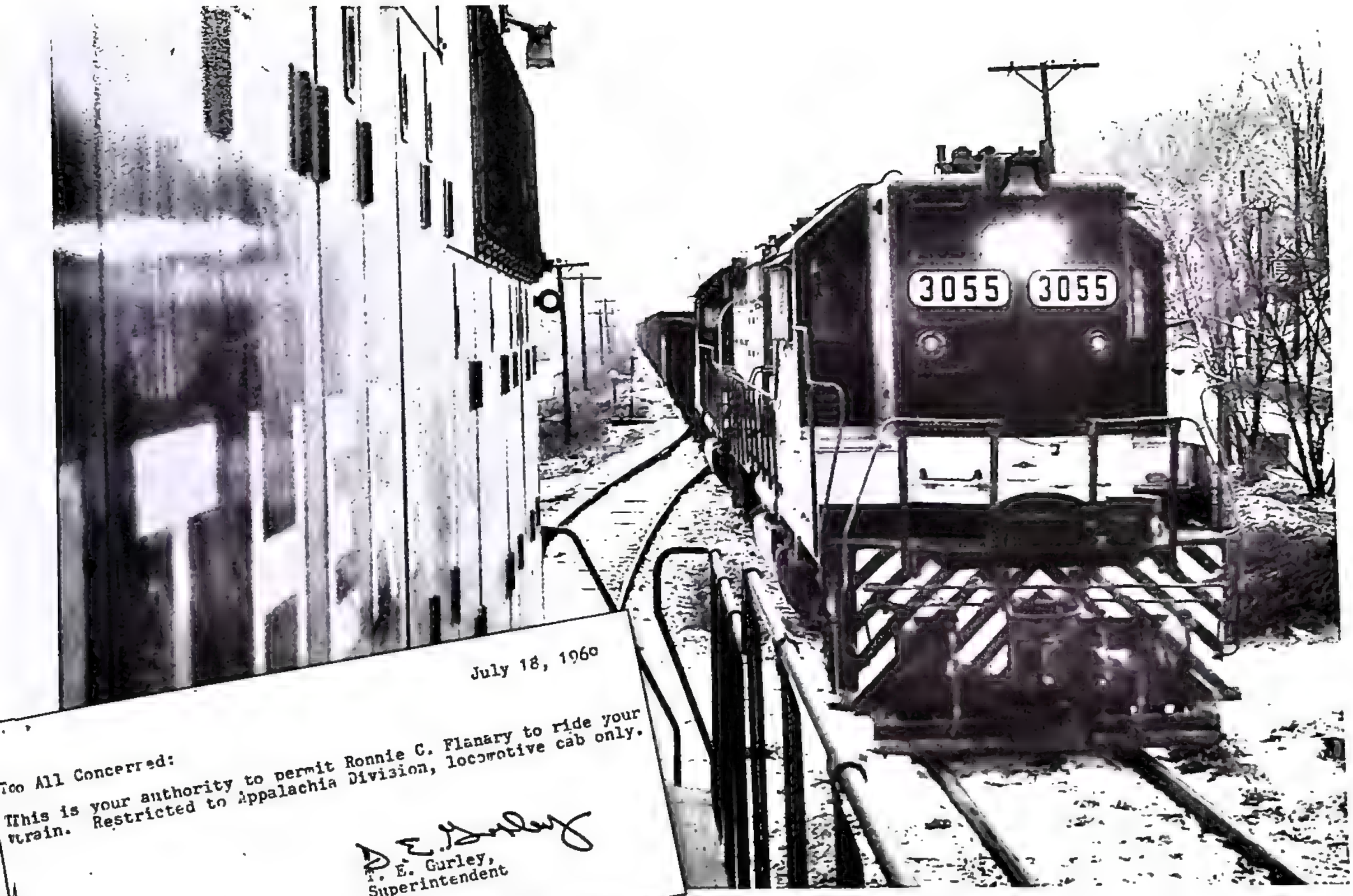
Adventure on Crest Hill

One ride of note was on the daily turn to St. Charles, Va. On the return trip—August 13, 1969, for the record—Extra 4182 east came to a stop at Crest, Va., where the grade peaks. Now, Saluda has always been a sacred railroad grade, but the Appalachia Division also had some hills that demanded respect. The descent from Crest to the bottom at Appalachia was a 3.2-mile run, with a stretch of 4 percent grade near the top. Loaded coal trains were required to stop, turn up all retainers, and ease down at restricted speed. No runaway tracks, no timing circuits, none of that stuff—only raw-boned railroad know-how could keep a heavy train in check by using the "Westinghouse" and dynamics.

The Crest grade's most recent victim had been a January 12, 1968, coal train. The wreck filled a small cut full of loaded Big Reds (100-ton hoppers) at the Route 68 grade crossing near Imboden. In 1987, 56 cars would derail in a runaway farther down the grade at Imboden. No sir, this was serious stuff.

The engineer the day of my ride was "Sum" (short for "Summertime") Mumpower, one of several brothers who were notorious and colorful engineers on the division. I never heard Sum speak a complete sentence without using at least one word of profanity. It was just his way of communicating. He had a rough voice and crag-

Interstate's steam derrick W-50 cleans up the aftermath of a February 1968 derailment on the steep grade from Crest to Appalachia. SR ran its diesels long- or short-hood forward, as SD24 6310, crossing the Powell River/U.S. 23 bridge between Big Stone Gap and Appalachia, demonstrates.


3055
3055
July 18, 1960
To All Concerned:
This is your authority to permit Ronnie C. Flanary to ride your train. Restricted to Appalachia Division, locomotive cab only.
T. E. Gurley,
Superintendent
Southern Railway System
Operating Department
Appalachia Division
Office of Superintendent
Andover, Virginia 24215
T. E. GURLEY,
SUPERINTENDENT
August 11, 1969
To All Concerned:
This is your authority to permit Ronald C. Flanary to ride your train. Restricted to Appalachia Division, locomotive cab only.
T. E. Gurley
Superintendent

The author is aboard a westbound local in a siding at Gate City, Va., as train 88, the eastbound Yuma Turn, approaches behind two SD35's. Forms signed by T. E. Gurley gave Flanary access to cabs.

gy features. He would have given D. W. Brosnan a run for his money. Above all, though, Sum was a superb hoghead.

As the brakeman and flagman finished turning up the retainers on our 35 loads, Sum told me about another major grade on the division—another 4 percenter—from Mountain (Haskall), Va., eastward to Bristol. There, as with Crest, crews were required to make extensive preparations before descending the grade. He told me about a coal train that got away from him one day, a train he finally managed to wrestle back into control before it could derail on the wye leading over the hill to the passenger station. The lead unit, an F7, finally came to a stop just east of the Euclid Avenue crossing at Bristol. As Sum's composure returned, he looked down to see a boy on a bicycle standing below the cab window.

"Mister, your wheels are on fire!"

"I don't doubt it a G--d--- bit!" he shot back.

As he finished his Bristol story, Sum pointed to a tall pine tree about 20 carlengths ahead of the engine.

"You see that damn big tree, yonder?"

I responded in the affirmative.

"If we're goin' more than 12 mile an hour when we pass it, we might as well get off the G--d--- thing, 'cause she's gone!"

As we got underway, I kept my eye on 4182's Barco speed recorder. As we passed the tree, the verdict was in: 8 mph. Several minutes later we rolled to a stop at the junction at Appalachia, surrounded by the usual thick blanket of brakeshoe smoke.

"By God, we made her down one more damn time!" he said.

"No more junk"

The rumors about new power turned out to be true. My notes reflect anticipation:

"9-18-69: First new GP38's left La

Destined for eventual exile in the Carolinas, two GE U30C's lead an SD35 on an eastbound Belmont coal train at Oreton, Va., on July 12, 1968.

Grange today. Soon there will be no more junk left at Andover."

"9-23-69: New GP38's 2728-2729 left deButts (Chattanooga) at 1:35 PM DIT [dead-in-tow] on No. 52."

The following day, September 24, 1969, Sonny and I were headed toward Frisco in my new Pontiac LeMans (purchased with janitorial dollars, supplemented by earnings from weekend musical gigs with a jazz group known as the Virginians). Pacing a coal train eastward, we got our first view of the new GP38's at Frisco Yard as they approached out of the setting sun.

At Yuma, the two trains met. The new units proceeded to the west end of the yard to pick up additional empty hoppers. We pulled up near the west switch, and I suddenly realized the car's transmission wouldn't work. Mr. Gurley was aboard the new units, so Sonny and I left the car and rode home on the shiny new GP38's. "It's ridiculous what some people will do to ride a train," T.E.G. said. The next day three more new 38's arrived, and by the first day of October, I noted there was "no more junk" at Andover; 12 GP38's at Andover, and 1 in Bulls Gap, had dispatched the last F's and older Geeps to other divisions to finish out their service lives. I realized the new units represented another passage in my life. In time, I missed the old F's, all the more reason to cherish my photos and memories.

The Safety Committee

One of the new initiatives of the Appalachia Division was the safety committee. At Mr. Gurley's request, I pitched in with my photographic and artistic talents. Each month a contest was held to select the new "safety slogan." Some of the winners were pretty lame, but many others were quite catchy. I would sketch out a poster, and also a smaller version, which would be copied and placed all over the division.

Knowing of my interest in photography, Mr. Gurley thought it would be good to produce a slide show depicting common safety and/or rule violations. The railroad paid for the film and processing, and I finally finished a show that turned out to be both entertaining and informative. I used several employees as "models" to set up the shots, but I also used a tripod and the camera's self-timer to catch myself violating various safety rules. Apparently the railroad thought it was good enough to keep; several copies of the show were distributed to other divisions.

Dispute with a brotherhood

In January 1970 we received word that Mr. Gurley was being promoted to superintendent of the Atlanta Division. This was a serious blow, since I felt I was losing a friend at the very time he could help me make the transition into the management trainee program. But things weren't all that bad. Gurley's replacement was J. J. Seay, whom I had known when he was Southern's trainmaster at Appalachia in 1962-63. He ran me off the property with regularity in those days, only to finally cave in when it was apparent I was addicted to railroads. He remembered me, and Mr. Gurley got us off to a great start.

One of the clerks at the scale house was Robert Sanders, who answered to the nickname "Little Chief," or just "Chief" (although I often called him

"Super Chief"). Like everyone else at Andover, Robert and I got along fine.

With graduation approaching, I was already talking with Mr. Seay about the management trainee job. One evening Robert handed me a small envelope and asked me to fill out the enclosed form and return it to him. I shoved it in my pocket and journeyed over to the Interstate office to finish my work.

In the envelope was an application for membership in the Brotherhood of Railway and Steamship Clerks. I showed it to Cub, who—like me—thought it was a joke. I filled it out with a phony name, added a lot of janitorial humor, and dropped it off to Robert. Next night he handed me another: this was no joke—they wanted me to join their union. I told Robert that was impossible, since I wasn't actually an employee. If I joined the union, Southern would have no choice but to release me—only an idiot would assume the railroad would pay me full scale with benefits.

This was way over my head, so I went to Mr. Seay. It turned out that the union wanted the janitor job for one of its own members. Years earlier, the Interstate had a janitor to clean the premises. In those days, the office was a rather large three-story structure. It was razed after the 1961 merger. The janitor then was a member of the clerk's union. Now, the union saw an opportunity to regain a job.

This was clearly not a battle for me. The dispute became a war of letters between the union's reps and the company, but I kept working. The whole affair gave me a bad taste for unions, and some bad feelings about people I considered friends. Robert apparently had drawn the short straw to get me to apply. There were others involved (and I knew who they were), but they were too gutless to admit it. Why, I wondered, penalize a boy working his way through college by denying him modest employment? I later concluded this was just a selfish act perpetrated by a few people.

In many ways I received a better education working at Andover than I did in college.

From urinals to hi-rails

Mr. Seay called me over and handed me a typed letter on division letterhead: "To Conductor on 17 and 18—This will authorize passage of Ronald C. Flanary between Bristol and Chattanooga and return for purposes of an interview for employment with the company. J. J.Seay, Superintendent, Appalachia Division."

On the evening of March 16, 1970, I was alone in the waiting room at the Bristol (Va.) depot. Twenty minutes late, train 17, the erstwhile *Birmingham Special*, rolled in behind three FP7's. Its 10-car, mostly head-end consist included office car No. 10 on the rear. I found my way to a coach seat.

The trip to and from Chattanooga was yet another adventure, and I thoroughly enjoyed it. While there, I took a battery of written tests to see if I might qualify for a railroad management career. In due time—and after a trip to Atlanta for interviews—I was offered a position with Southern as a management trainee at Louisville. But that's another story (told in July 1978 TRAINS). In effect, I traded my broom, mop, and toilet brush for the keys to a Southern Railway hi-rail inspection truck.

My work at Andover came at a time when the work ethic that would carry me through life was still developing. Despite the relatively low economic and social status of janitorial work, I took to it with enthusiasm and pride. Cleaning a nasty toilet bowl builds character. To this day I have great respect for people in custodial work.

The job also was a lot of fun, and I wouldn't trade the memories for anything. In many ways I received a better education at Andover than I did in college. Although my strong interests in the Louisville & Nashville—Southern's chief competitor—are widely documented, my heart will also forever belong to the railroad that "Served the South." In my many fond memories of railroad adventures, there's room for more than one company. ■

RON FLANARY still lives in Big Stone Gap, Va., having returned home after learning that a career in railroad management was not his calling. His wife reports, however, that his proficiency in cleaning toilet bowls is as good as ever. He has had several bylines in TRAINS since his first article in July 1978. A version of this story first appeared in Ties, *the magazine of the Southern Railway Historical Association, and is used here with permission.*

Photos of railroaders performing tasks the wrong way—such as trackmen working without goggles, or his friend Merl Snodgrass perched on a coupler in leisure clothes—were part of Flanary's safety shows.

Two bad days

A fireman recalls the low points in the career of an otherwise dependable Pennsy Pacific

By John A. Terhune

PENNSYLVANIA RAILROAD K4s Pacific 2445 was fast, strong, good-steaming, and good-riding. Before the clowns at Altoona gave her the "beauty treatment," she was also a very good-looking locomotive (the postwar modifications of raised headlight, smokebox-front platform, and drop-coupler pilot hurt the looks of many a PRR engine). I fired her numerous times during the 1940's and '50's and never considered her a hard-luck or jinxed engine. Nevertheless, two decidedly negative experiences with the 2445 stand out as my most powerful memories of her. One of 2445's bad days was when I was firing her. On the other, I was thankful indeed that I was not aboard her.

The first began when the phone rang on a beautiful summer day in 1949. It was the crew dispatcher, John Hoffman, ordering me to sign up at Meadows Enginehouse at 8:45 a.m. The assignment: run light to Union interlocking in Rahway, N.J.; tie onto a racetrack special from Philadelphia; pull the special down to the Monmouth Park racetrack on the

for a K4

New York & Long Branch; deadhead the train down to Bay Head Junction to be turned and serviced; deadhead back to North Asbury Park to pick up a group of Philadelphia-area auto dealers; take the auto dealers' train to Union; and, finally, run light back to the Meadows.

After taking the order, I got ready and drove to the Meadows, just 15 minutes away. Upon arrival, I checked the bulletin board and General Orders and signed the register. I asked John Hoffman for the engine number. He replied, "2445," and returned to his paperwork. This was unusual for John because he was usually very talkative. I guess he didn't want to have an engine crew mad at him because he knew the roundhouse foreman was giving us a bad engine.

I walked out and down the engine ready tracks to where the 2445 was standing ahead of another K4 already assigned to that evening's train 733, the *Broker*.

I climbed up into the cab, made the required equipment check, and found everything to be O.K. Next I went for a big cake of ice and a water bucket with fresh water. I always left the fire for last so the engineer could get a good look at the crown sheet and flue sheet. Then I washed her down good with the squirt hose and got two big handfuls of cotton waste from the supply area.

My engineer was walking toward the 2445, and I met him at the cab ladder. He turned out to be B. W. ("Bill") Assell, an expert engineer and a nice guy, but one with a short fuse.

Back in the cab, I took Bill's bag while he climbed up. He looked over the inside of the firebox and then took the long-spout oilcan and got down and oiled around. Climbing back into the

K4 2445 lays down a light trail of smoke at Manasquan, N.J., as she works NY&LB train 739 on July 15, 1953. Edward H. Weber photo.

cab he said, "O.K., kid, go line up the switches to the coal wharf." I did, and he followed, with 2445's cylinder cocks hissing. At the wharf, Bill spotted the tender and I topped off the coal pile with real good gas coal. I got down and made the required cab-signal test. He then eased up to the water plug and I topped off the nearly full tank.

While Bill was on the phone reporting out, I checked the fire. The heel of coal that I had shoveled forward was burning brightly, so I turned the stoker on easy. Looking at the stack, I was surprised to see the amount of black smoke pouring out.

Bill climbed back into the cab and firmly stated, "Watch your smoke, John!"

As we passed the tower, the operator gave us a hand signal, which was permission to run the outbound engine track to Hudson tower at Harrison. No matter how slow I ran the stoker, she smoked profusely. We got the signal at Harrison and moved onto the main line. Newark station was coming up, so I opened the butterfly doors to keep the smoke down. After clearing the station, Bill got down and looked in the firebox. Straightening up he said, "There's something wrong with this engine. She's not burning her fire properly. You'll just have to make the best of it, but try to keep the smoke to a minimum."

It was only a short run to Rahway. With the blower on full, we arrived there without too much smoke. But, although I was able to control the problem while running light, I was concerned about how the 2445 would do with a 14-car train. We stopped in the middle track, waiting to reverse to the west end of the train when it arrived from Philly.

While we waited, Bill went to a lineside phone and called the dispatcher to report that the engine was smoking heavily. As it happened, the road foreman of engines was in talking to the chief dispatcher, and he got on the phone madder than a hornet. "That engine was shopped yesterday and was not to be used until it was fixed. There's not another engine around, and besides, your train is already by New Brunswick, so you'll just have to do the best you can."

A New York-bound M.U. local stopped at Rahway station on "A" track and then continued east. A GG1 electric on the racetrack special followed, and stopped to clear the westbound low home signal, leaving enough room for our engine to tie onto the rear end. We then got our signal, and slowly backed to the standing train. The GG1 had been cut off by the car inspector from nearby Linden Yard and would run light to the Meadows to stay until we returned this evening.

The special's conductor was on the station platform to get our names. After a terminal test of the brakes, we were ready to leave when the car inspector hollered up, "O.K. on the brakes, 14 cars!" Bill looked over at me and called the dwarf signal, "Restricting on the pot." Smoky K4 or not, we were off.

We moved through Union interlocking, dropping down off the elevated main line to No. 1 track on the Perth Amboy & Woodbridge Branch. As soon as I saw the signal at the bottom of the hill, I called, "Restricting, crossing over to 2 track." I looked back, and when the hind end cleared the switch, I called over to Bill, "All over the crossover." He widened out on the throttle, and I had no choice but to also open the stoker valve wide. The steam gauge stayed at 205 lbs., but the black smoke poured out of the stack. Bill yelled over, "I'm going to shut off at Woodbridge and roll to WC!" He shut off with the blower on full and at 60 mph we rolled to the distant signal for WC interlocking, where he had to brake for a 30-mph medium-clear signal at the PA&W-New York & Long Branch junction. He got speed back through Perth Amboy and shut off again for the Raritan River drawbridge. I looked back and saw that Perth Amboy had a big cloud of black smoke over it.

At SA tower, just over the drawbridge, Bill eased the throttle out again. As we went over John Street in downtown South Amboy, we saw one of the local cops was talking to the crossing watchman. He pointed to the black smoke and shook his fist. I held my arms out in a helpless gesture. It was the same all the way to the Monmouth Park, where on the way to the end of the track I hand-fired a good heel into the back of the firebox.

When we stopped, a Jersey Central assistant road foreman informed us that as soon as everyone was off the train we would back out onto the westbound main and take the train to Bay Head (the NY&LB was a joint PRR-Jersey Central operation).

Bill tried to explain about the smoke, but the official was only interested in getting us out to have a clear track for the next race train. Bill was getting angrier by the minute. We finally got three peeps on the communication whistle and I had to turn the stoker on. The assistant road foreman was on the ground screaming about the smoke. Bill had had just about enough of the smoke, and he shouted something back that made the official very unhappy.

After reversing to the main, we took the train to Bay Head Yard, where we tied up. Bill went into the office and called the dispatcher at Long Branch explaining about the engine and the smoke. The dispatcher said the engine had been reported as defective and had been worked up to the Meadows to be repaired. The D.S. was not happy about it, but he told Bill, "This is the only engine available,

so you'll have to take it back this evening."

We returned to the train and went into the head car and sat and ate our lunch. Then we killed a couple of hours reading and taking short naps. Later Bill shook me and handed me a container of coffee, which the conductor had brought up from the diner. After finishing our coffee, we walked over to the office to sign up.

At the register sheet waiting for us was the Jersey Central assistant road foreman, whom we thought we had seen the last of at the racetrack.

At once he jumped on me about the smoke. Bill moved between us and said, "I'm in charge of that engine and this fireman, so any complaints are to be directed to me. The 2445 is a defective engine—and this morning everyone knew about it except us. Everyone told us to do the best we could, which is just what we are doing."

The official turned purple and said to Bill, "I heard every word that you said at the racetrack, and I'm going to take you out of service."

Hearing this, the yardmaster, an old-timer, observed, "If you take him out of service, there won't be an engineer to run that train, so why not settle for an apology?" He did, and the matter was dropped.

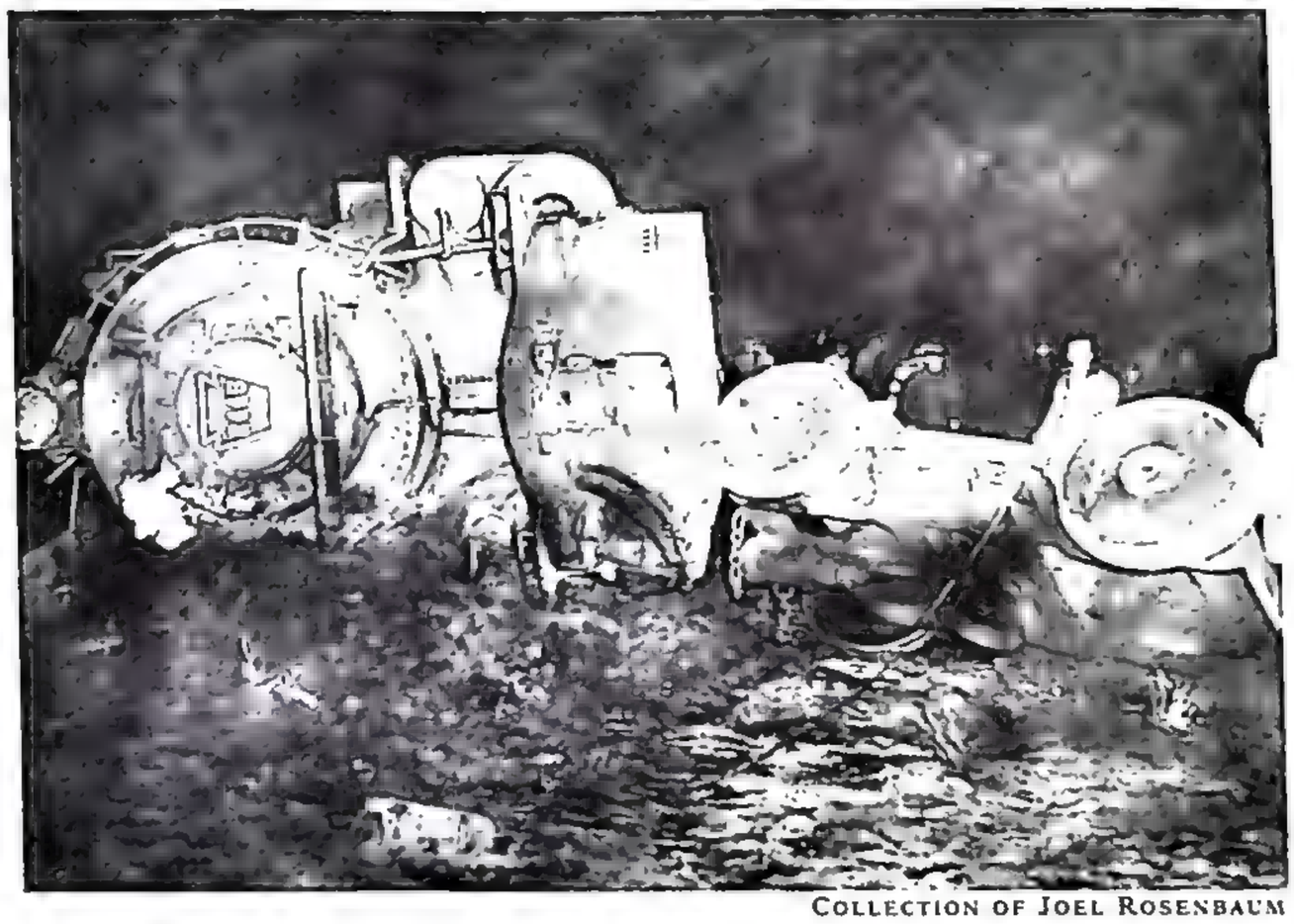
By this time it was almost dark. The conductor told us, "We'll stop at North Asbury to load. The dispatcher just called and said almost all the auto dealers are drunk and are tearing the town apart. The Asbury Park police said we can't leave town until all of them are aboard. So when you get two to go, also look for a highball from me."

It was now fully dark, so I wasn't worried about the smoke as we pulled out of Bay Head and ran back up the coast. When we stopped at North Asbury, we had four road crossings blocked. After a while, a police car stopped alongside the engine. A sergeant got out and shouted up to Bill, "You have four crossings blocked, so move this train at once!" Bill looked back and could see the lights of another police car. They were making sure the conductor did not leave until he had all the auto dealers on board. The police at the head end were going to arrest the engine crew if they didn't move the train. The police at the rear were going to arrest the conductor if he gave the signal to go without all of the auto dealers. Finally, the chief of police told the conductor to leave town.

After two blasts on the communication whistle and a big highball from the "brains," Bill answered with two on the whistle and we were off.

With no stops, we were soon above Red Bank, Matawan, and South Amboy, then over the PA&W Branch to Union interlocking, where a medium-clear signal put us on A track into Rahway station. There a car knocker waited to cut us off. There were also about seven Rahway uniformed police on the platform to make sure everyone stayed on the train.

Having turned the auto dealers' special over to a GG1, we ran light eastward on A track. A passenger train passed us on No. 1, and Elmora tower crossed us in behind him. We followed the passenger job through Newark to Hudson, then down the engine track to Kearny and onto the pit.



COLLECTION OF JOEL ROSENBAUM

Terhune's travails with 2445 were put into perspective when the engine turned over at Woodbridge, killing the fireman and many passengers.

We walked to the office, where an irate assistant road foreman waited with his finger pointed to a large pile of paper, which he said were complaints about us and that they were still coming in. Bill handed him the work report, which stated, "This engine has not been fit for service for the past three days. Refer all complaints to roundhouse foreman."

We showered at the railroad YMCA and went home. Even though this was a complaint case, we were not required to give a statement—it's odd how things quickly quiet down and fade away when an official is at fault. We never did find out what was wrong with the 2445, either.

A narrow escape

During the following years, I fired the 2445 many times and always found her to be a good K4, but she was to have one more bad day.

On the night of February 5, 1951, I was at home waiting for the crew dispatcher to call me, because I was first out. At 10:10 p.m., crew dispatcher Andy Lester called and ordered me to deadhead on train 701 at 12:10 a.m. to Bay Head to work trains 710 and 733. I acknowledged the order and, having plenty of time, continued to watch television.

Twenty minutes later, Andy called back and told me to disregard the orders because the regular fireman on 710 and 733, Paddy Dunn, had just called and said that he would cover his job in the morning. Andy then ordered me to sign up at Sunnyside Enginehouse for a mail extra to Washington, D.C., at 12:45—a much better job. I didn't get home until late the next night. When we got done at Sunnyside, we heard the news about 733, the *Broker*, wrecking at Woodbridge and killing a lot of people—one of which was Paddy Dunn. ■

JOHN A. TERHUNE (right) was promoted to engineer and closed his career as a Conrail employee running Amtrak trains. He retired to Arizona. After the 1951 Woodbridge wreck, in which 84 people lost their lives, K4 2445 was rebuilt and returned to service, only to be dropped from the roster in September 1953.

6457
SP

A little time for an old enemy

How one photographer came to appreciate the diesels that vanquished his beloved SP steam

Photo essay by Richard Steinheimer

IT WAS 29 YEARS AGO, but it seems like a lot longer than that—more like forever.

The year was 1972, and only four F7A cab-unit diesels remained from Southern Pacific's once-giant fleet of first-generation units. They and a handful of B units were the last survivors of the largest F-unit fleet in railroading: the approximately 770 FT, F3, F7, FP7, and F9 units on the rosters of SP and its subsidiaries.

As the careers of the F's were fading, the exciting new era of SD45T-2 "tunnel motors" had begun, and I didn't want to take time to shoot the old enemies of my youth. It was those same diesels—with their ties to automobile styling—that had decimated the ranks of SP's cab-forwards, 4-8-4's, and other great steam locomotives.

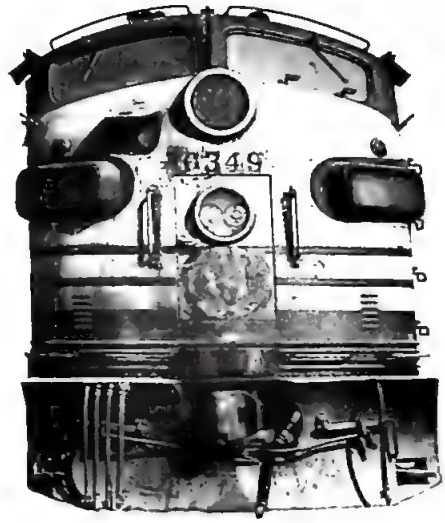
In the early days, it was hard to muster much appreciation for four-unit locomotives with twice the pulling power of a single cab-forward 4-8-8-2. Worse yet, diesels enabled SP to do away with the water and fuel facilities that were standard aspects of steam locomotive operations and railroad photography.

Steam's quick disappearance in the West was a tremendous blow to most railfans, causing many photographers to lose interest in railroading. But steam's demise affected some young fans differently. As part of a generation born too late, some of us struggled valiantly to photograph everything possible, inadvertently learning new and interesting things about railroading in the diesel age. I believe this combination of turmoil and new experiences gave us our lifelong interest in railroads. It encouraged us to stick around to see what else would happen.

In 1972, my feeling about those F units was, "Good, they're finally getting back what they dished out." But gradually I came to see their plight as an opportunity to visit sick friends or forgive old enemies. I began to visit SP's Roseville shops and the Bay Area to catch the last days of the battered old units. And as I shot close-ups of the old F's, I discovered a lot of visual character in them. They had been as thrashed by hard use as the steam locomotives they replaced. Their worn paint and rusted and bashed metal gave them a look of advanced age totally absent in the days of their shiny silver, orange, and black youth.

It turned out to be a rewarding experience. The pictures of the old diesels helped give a sense of completion to the loss of steam in the 1950's, and reminded me that life cycles apply to both men and machines.

It was good I stuck around.



Among SP cab units surviving to fight another day is FP7 6457 (opposite), photographed at Oakland as a full moon rises over the engine terminal. Amtrak bought this and 18 other SP F's in 1971, and retired the 6457 (as Amtrak 120) in 1974. Looking as beat up as the steam engines it replaced, F7A 6349 is consigned to the dead line at Roseville, Calif., awaiting trade-in back to builder EMD.

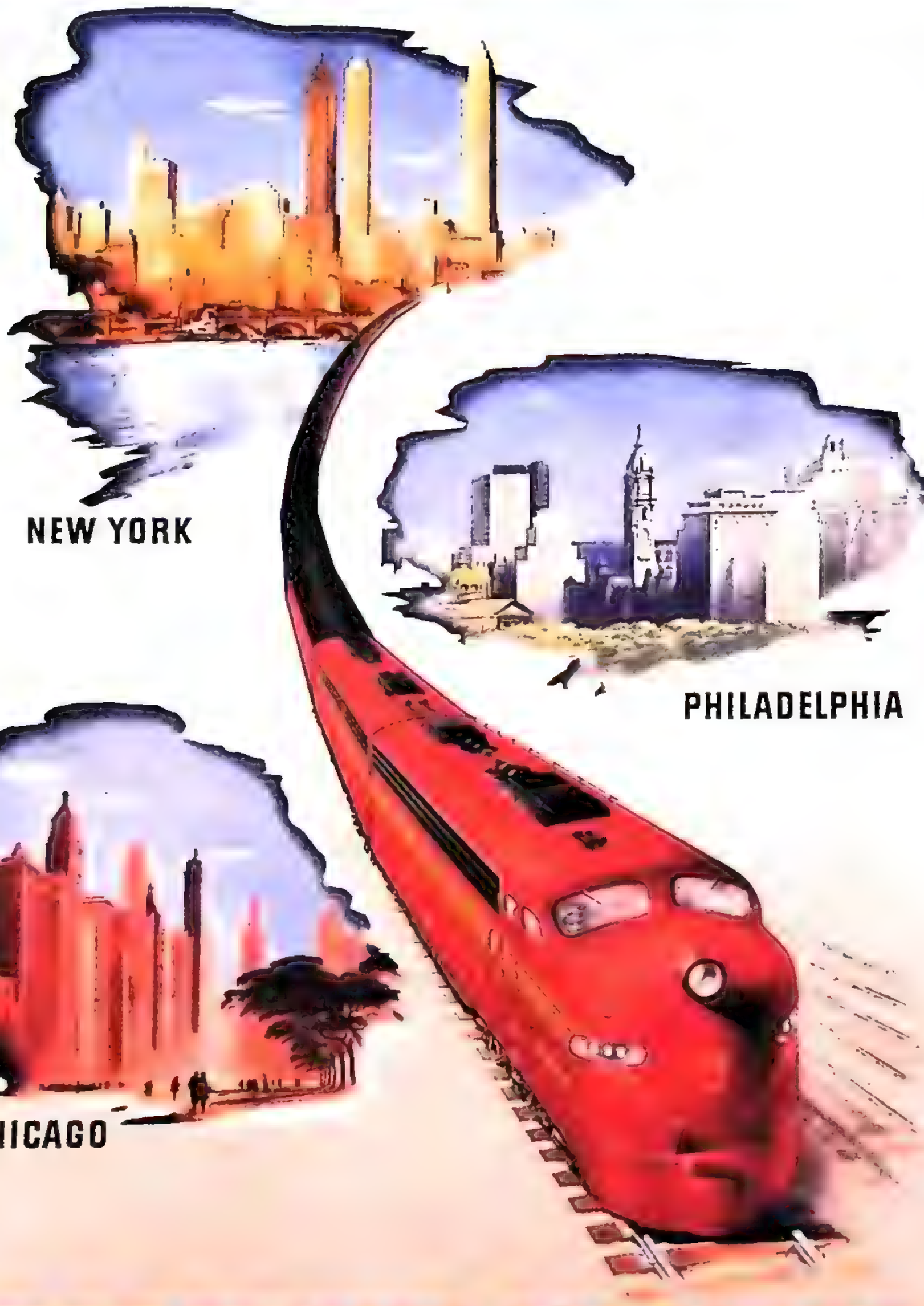
A little time for an

old enemy

The enduring appeal of SP's cab units is in the details. At Watsonville Junction, the roundhouse foreman has one of the best views in railroading as he checks the air before moving 6392. That engine-cab icon, the whistle cord, dangles at his side, leading up to the roof horn lever. Viewed from the outside, F7A 6392, classified "DF8" by SP, shows its beat-up, 1958-era red "nose job." Lashed up rear-end-to-rear-end with 6432, its gray flanks stand in contrast to the black of SP's original diesel paint scheme. Photographed at Oakland, the "fireman's office" in the 355 boasts a water jug, trash bag, and emergency brake.

A little time for an old enemy

Passing the torch: Viewed from a passing high-horsepower hood unit, 6432 stands in the service area at Roseville at twilight. On a foggy night on the Oakland waterfront, soft light through the characteristic "porthole" window of an F7 shows there is still life in the old diesel. Inside the car-body, the 355's standard 16-cylinder 567 engine drums steadily in idle, ready to keep on working. Along its length, a folding step offers mechanics access to the venerable prime mover. ■



BROADWAY LIMITED

ALL-PRIVATE-ROOM LUXURY STREAMLINER

PENNSYLVANIA RAILROAD

Classic Railroad Advertising PART 4

The bitter end

As postwar prosperity proved to be a mirage, the railroads turned away from advertising

By Michael Zega • Illustrations from the author's collection

WHEREVER PEOPLE OF MEANS and influence congregate, *Newsweek* is in the picture," read the headline of a 1949 advertisement promoting the newsweekly's editorial prominence. Splashed across the two-page spread was a color photo of the interior of the *20th Century Limited*'s distinctive Lookout Lounge observation car. The scene set a fitting opening to a decade in which the nation's trend-setters abandoned the passenger train. Indeed, by 1952, the year that the *Century* celebrated its 50th anniversary, the Pullman Company had lost its market dominance to the airlines.

The crux of what was increasingly termed the "passenger problem" had been quite evident to railroaders for some time. Western passenger man Roger Tornell best summed it up back in 1947, observing that "passenger service is something like a kept woman—useful in her best finery for giving an appearance of prosperity and dash, and as a means of dazzling important shippers and others, but useless for adding net income." The industry had followed that maxim seemingly forever, but by the mid-1950's many lines found their corporate lives at stake. Something had to give, and that was the passenger train.

If anything, the rapidity of change produced a surfeit of conflicting images and many an ironic promise. *Life* Magazine caught Kim Novak as she traveled to Hollywood by train, in the *Century*'s diner, the object of a dozen executives' stares. Soon thereafter, Lucy and Ricky Riccardo climbed aboard UP's *City of Los Angeles*. The New Haven's three low-slung lightweights—billed as the passenger train's salvation—proved a disaster and were little advertised. Union Pacific introduced its new "Astra" domes just as the Interstate highway system was announced; meanwhile *Collier's* Magazine impatiently asked, "Where are those new roads?"

Still, most railroads persevered, pursuing initiatives on a characteristically individual basis. For the Western roads, the 1950's opened on a positive note—a few even registered passenger revenue gains in the early years of the decade. But in the East, the decline was particularly fearsome and quick. By the early '60's, the tide of change had proved too strong for the rails' half-hearted attempts at innovation. And so, the ads that follow document American railroading's last attempts at marketing the passenger train.

A poster from about 1953 (left) played up the biggest cities on the *Broadway Limited*'s route, as well as PRR's famous four-track main line. In a 1946 magazine ad, SP compared its top L.A.-San Francisco trains.

Confronting the competition

One the first railroads to confront motor and air competition head-on was the Southern Pacific. SP spent millions promoting its streamliners. It had emphasized profitability from the start, posting roadside billboards with messages that urged motorists to "Next Time Take the Train!" while running ads that termed its 500-passenger *Daylights* the darlings of the accounting department, "ranking just below the freight trains." Through

the mid-'50's, ads with headlines such as "The traveling man's solace" and "Stairway to the Stars" sold the romance of the West as effectively as any *Sunset* Magazine cover of 50 years before. But by 1956 SP had largely thrown in the towel. SP's *Lark* was instructive of the abrupt change: by then it was running at less than half its capacity. For years, SP ads had bragged "It's smart to ride the *Lark*"; now, increasingly frustrated, SP took to billing it as "the bird that couldn't fly."

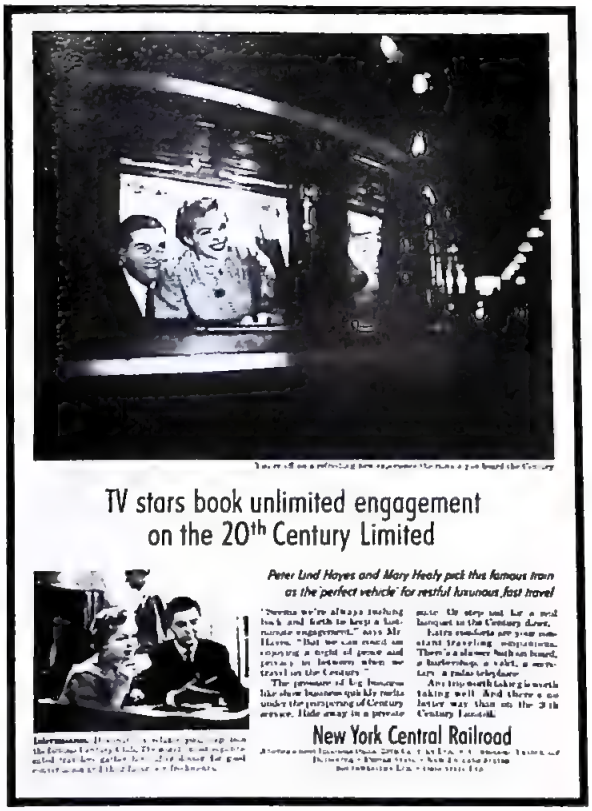
A second effective and much-noted voice in the fight against encroaching air traffic was that of the Pullman Company. In 1950 Pullman began a print campaign which stressed rail reliability and safety by casting doubt on the competition. Under an illustration of a husband waving good-bye to his wife, suitcase in hand, one headline read, "The best going-away present you can give your family." The copy lead continued: ". . . is the peace of mind they share with you when they go Pullman." *Advertising & Selling* picked another execution as one of the best of the year: a man waves good-bye to his family from inside a sleeper room over the copy, "I have three good reasons to go Pullman."

But at the same time, in an increasingly auto-oriented world, Pullman passengers began to complain about the paucity of rental automobiles at most rail terminals. During 1952 and '53, Hertz Rent-A-Car sought the rails' cooperation and financial contribution in remedying that situation. Hertz tried repeatedly to interest the railroads in a rail-auto plan which would have made thousands of autos available at major city stations. The rental-car firm also envisioned a cooperative ad campaign which would have stressed rail-auto convenience. Try as they might, the railroads were unable to reach a consensus, and the initiative died.

The advertising done by *California Zephyr* partner Western Pacific also stood apart. Public response to the *CZ* was so immediate and so strong—it ran at a remarkable 90 percent of capacity over its first year—that ads apologized for telephone busy signals and soon bragged of "America's best-loved train" and "The most talked-about train in the country!" Late in 1951, WP built upon that success, introducing a remarkably innovative print campaign for the train. Hiring the local San Francisco agency of Harrington-Richards, WP produced an attention-grabbing set of ads drawn by San Francisco artist Gerhardt Hunt, whose cartoon passengers demonstrated the many leisure possibilities of the copy theme, "Look up, look down, look all around." Hunt's ads ran for most of the decade; one of the last pictured a kangaroo, reading and feeding its offspring over the copy line, "Talk about Service."

Pro-passenger voices argued that the *CZ* experience demonstrated that an aggressive and diverting advertising message could produce substantial revenue increases. To some extent, Western Passenger Association records support this contention, indicating that Santa Fe, Great Northern, and Burlington Route recorded revenue increases between 1947 and '52. Indeed, Santa Fe chalked up a remarkable 18 percent advance, the others 10 percent. However, member Union Pacific lost nearly as much, 14 percent. Yet, ironically, it was UP that consistently spent more on advertising than any other road. UP's marketing strategy may have been to blame—in the DC-6 era, UP continued to stress the Streamliners' speed, reliability, and sophisticated luxury appeal, while its competitors had begun to emphasize leisure and recreation themes. Whereas Santa Fe ads showed trains roaming the romantic Indian country, UP images featured yellow

Quirky Western Pacific magazine ads from 1951 (top) and 1956 (left) for the phenomenally successful *California Zephyr* featured the service's memorable slogan: "The most talked about train in the country."


TV stars book unlimited engagement on the 20th Century Limited
Peter Lind Hayes and Mary Healy pick this famous train as the perfect vehicle for restful luxurious fast travel
New York Central Railroad

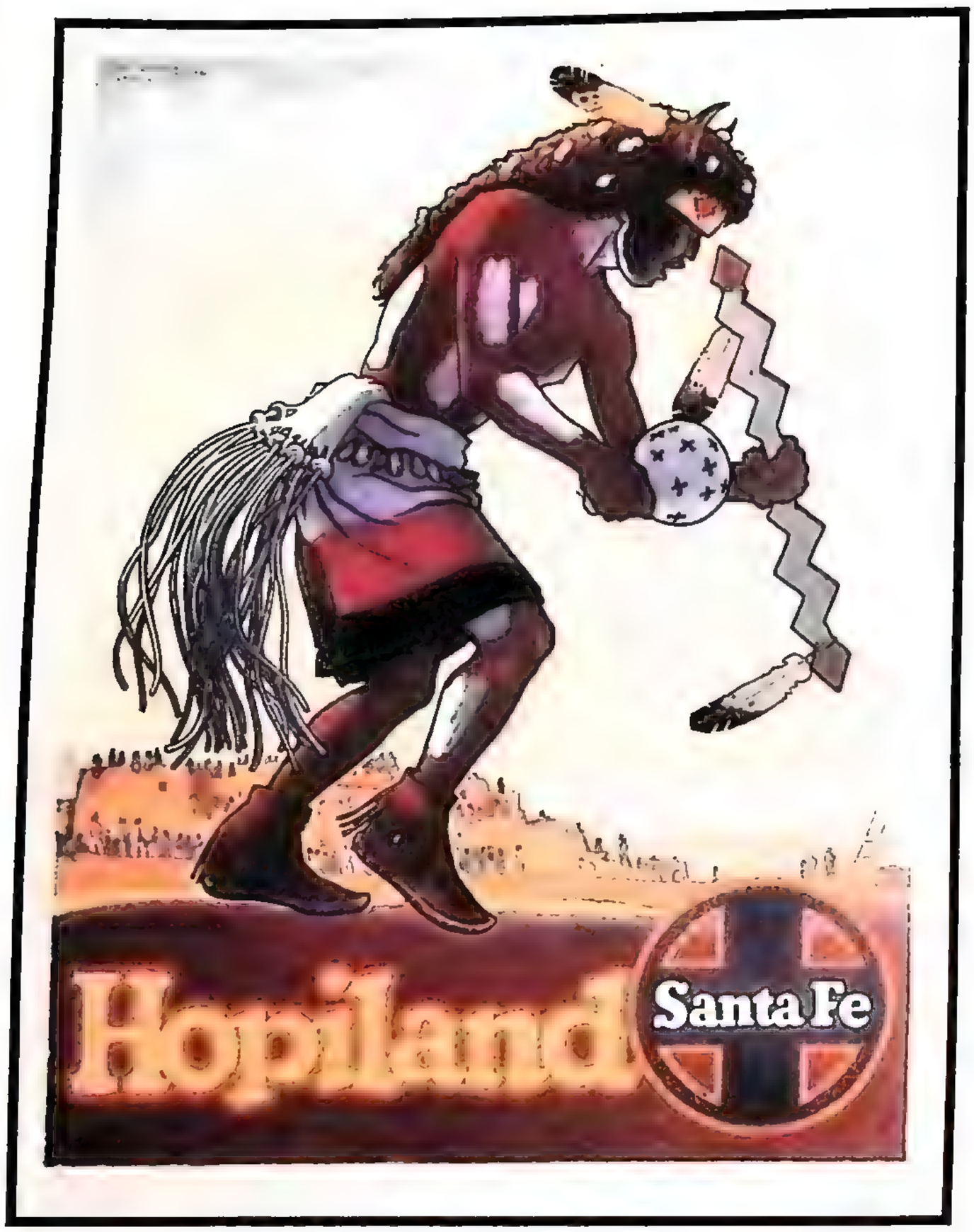
diesels and close ups of pork chops, which were dull by comparison.

The increases so heartened AT&SF that in 1953 it set its ad agency, Leo Burnett, to begin planning for a new streamliner, the *San Francisco Chief*. Following tradition, the new train's promotional theme focused on the "romantic Indian country." Burnett even proposed a revived set of excursions to Indian pueblos and historic sites modeled on the famous Indian Detours of the 1920's, which had been cut short by the Depression. But the scheme proved a bit too optimistic, too late. Still, when the new train entered service, Southwestern romance and Arizona's red rock country dominated its advertising. A few years later, Santa Fe was again forced to confront the effects of intermodal change when Burnett resigned its account in order to resolve a conflict of interest with a new, more prominent client, United Airlines (for which it created the now-famous "Friendly Skies" slogan).

Eastern roads hang it up; Santa Fe makes one last *Super* pitch

In the East, where intercity rail passenger routes were shorter, the combined assault of road and air rapidly undercut travel patterns and volume, compromising advertising's impact. New York Central spent millions, but by 1954, management had accepted that even the *20th Century Limited* would lose out to planes. NYC ran its last color ads in 1954; among the most memorable was the

By 1956, NYC had gone to black-and-white ads, while Western roads like SP and UP still mounted dramatic, colorful promotions. A 1960 GN ad extolling privacy reflected the diminished ambitions of the time.



In 1949's "Hopiland," artwork by Don Perceval depicts a Santa Fe staple, the romance of Indian country.

headline "One by one . . . the windows close their eyes." Its final *Century* campaign of 1956 was relegated to black-and-white. Tellingly, 1956 was also the year the New York State Thruway was completed through to Buffalo. In a July 1955 TRAINS Magazine interview, PRR President James Symes maintained that his road would continue to promote overnight travel between major Eastern cities. But PRR had ceased all national advertising even earlier—in 1953, shortly after the introduction of the Budd-built *Congressional* and *Senator*.

In the end, the rails sold Pullman privacy and comfort, the same as ever. Santa Fe took up this theme in 1959, Great Northern's *Empire Builder* in 1960. But were the streamliners really that comfortable? When in 1956 NYC began what was to be its final *Century* campaign, it sold a shower bath that necessitated a walk through the aisles to the club car. The railroads remained set in their ways while the world changed.

As Santa Fe began its final *Super Chief* campaign in January 1959, American Airlines was set to inaugurate the nation's first transcontinental jet service (New York to L.A. in just 4½ hours). Headlines such as "10 minute stopover in the Old World" and "The *Super Chief* chair that swivels with the scene" sold Western romance and Fred Harvey service. This last *Super* campaign ran for two years. After that, Santa Fe advertised with diminishing frequency; its final national print ad ran in May 1966.

That same spring, staid PRR surprised the industry with a last-ditch attempt at promoting its still all-room *Broadway*. "Who says Railroad Advertising has to be Dull?" Pennsy asked, in a campaign that resembled earlier *Super Chief* ads. Pennsy took airline crowding and food service to task with headlines such as, "On cloudy days, don't you sometimes wistfully remember the *Broadway Limited?*" and, "It's the era of supersonic speed, TV dinners, dehydrated cream, cramped space, airport traffic, and waiting for the fog to clear up. . . . We know a good escape." But response was negligible and the campaign lasted barely six months; soon thereafter the *Broadway* lost its observation car and all-room status.

The experience of rail travel writer and advocate Peter Lyon confirmed that reality and advertising copy had parted ways. When, in May 1966, Lyon chronicled a transcontinental rail adventure for *Holiday* Magazine, he found passenger railroading's best traditions on the verge of extinction: The *20th Century*'s famed carpet "ha[d] faded from burgundy red to the color of a tomato bisque." Aboard the *Broadway*, everyone on the staff was pleasant and eager to please, however "dinner was not very good, and it was expensive." PRR's once legendary roadbed had also deteriorated: The cars "jounced and swayed . . . coffee slopped over to the table cloth . . . the [complimentary newspaper's] headlines jiggled and swam before our eyes." Only the *Super Chief* retained a sense of style and polish.

Florida, *Metroliners*—and Amtrak

Ironically, the last lines to advertise were in the East. Seaboard Coast Line took advantage of 1969's spate of airliner hijackings: Its ads in northeastern

The little yellow rose on every table on the Super Chief

You always find a dainty yellow rose adding its beauty to your table when you sit down to a meal aboard the famous *Super Chief*.

This tradition started years ago as a symbol of *Super Chief* hospitality and service. Its purpose is to remind you that everything possible is being done to make your trip between Chicago and California pleasant, cheerful and eventful.

We take the little yellow rose seriously. That's why you'll find *Super Chief* service a little faster, a little more thoughtful, a little more thorough than most others.

This is one of the big reasons a Santa Fe trip is a unique experience in the world of travel.

Santa Fe

The *Super Chief* runs daily between Chicago and Los Angeles. For reservations, consult any Santa Fe Traffic Office or Travel Agent

PUT ON YOUR PAJAMAS AND GO TO FLORIDA.

The only way you can *really* relax all the way is by train. Ride one of our smooth, safe streamliners in your own room for a good night's sleep. Enjoy food and drink. Or just watch the world go by. All aboard the *FLORIDA SPECIAL, SILVER METEOR, CHAMPION* or *SILVER STAR*. Call your travel agent or us at (212) 245-7380. Or write us at 12 W. 51st Street, New York, N.Y. 10020. *FLORDIA SPECIAL* service begins December 18.

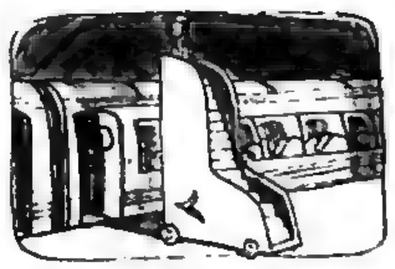
SCL SEABOARD COAST LINE RAILROAD

Ask about all-expense tours and cruises for individuals and groups.

newspapers promised "If You Want to Go to Miami Without a Stopover in Havana, Call Us." A few months later, Penn Central introduced its *Metroliners* as "The Ground Shuttle," employing a pointed reference to Eastern's market-dominating air service. Vivid, full-page newspaper halftones of swooshing *Metroliners* exhibited an unexpected finesse that would have undoubtedly made NYC's famed passenger agent George Daniels proud.

And then came Amtrak. Perhaps the corporation's best-known early ad was that of a "Passenger Rep" holding a passenger car model, under the headline "We're Making the Trains Worth Traveling Again." Within a year Amtrak's bold, mod interiors and striking red, white, and blue striping recast the *Broadway Limited*. Ironically, the *Broadway* even gained a "recreation car" which incorporated many of the features that Raymond Loewy had suggested nearly 30 years before. The new *Broadway*'s advertising was sophisticated and diverting. Created around line drawings by the popular cartoonist Edward Saxon, it featured movies and fun. Other Saxon images introduced other Amtrak innovations—credit cards, $9 fares to Boston, computerized reservations—innovations that helped save the passenger train. But in the process, the individuality and diversity that had defined the American passenger train from the beginning were forever lost. A great railroad tradition was now but a memory. ■

MICHAEL ZEGA lives in New York City and has long been a student of passenger-train advertising. This concludes his four-part series on advertising, which began in the Summer 2000 issue of CLASSIC TRAINS.



The Broadway Limited between New York and Chicago isn't a Wingjet, a Jumpjet, a Speedjet or a Jetjet. It's called a train.

The last time you took it you probably called it a choo-choo-train.

It doesn't go at the speed of sound. It goes at the speed of a train.

It takes the Broadway Limited a whole night to get to either Chicago or New York. But that's not its only advantage.

It offers the convenience of private rooms for sleeping, washing, working, or contemplation of the great American countryside.

A separate dining car comes complete with real tables, real plates, and a wide variety of fresh foods to choose from.

There are two club cars, the perfect places to win friends and influence people.

And the Broadway Limited always operates in rain, fog, mist, sleet, snow, or anything that makes birds walk.

So it's sometimes the fastest means of transportation available. As well as the pleasantest.

The Broadway Limited between New York and Chicago

There were echoes of the Fred Harvey era in Santa Fe's final *Super Chief* campaign. Pennsy's short-lived *Broadway* effort of 1966 (right) was imaginative, but ineffective. Reflecting the enduring strength of the New York-Florida market, SCL's newspaper ads were among the last before the advent of Amtrak.

1935: Hard times, high speed, and a bridge called Huey

The MILWAUKEE ROAD presents
THE FIRST OF THE SPEEDLINERS
Hiawatha
SAVING A BUSINESS DAY
The "400"
400 MILES 400 MINUTES
NORTH WESTERN LINE
Burlington Route
WAY OF THE TWIN Zephyrs
BETWEEN
MINNEAPOLIS - ST. PAUL - CHICAGO
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ARTICULATED CARS for velvety stops and starts
STAINLESS STEEL strongest of all modern alloys
NON-FROST WINDOWS for clear view of scenic route
RUBBER CUSHIONED trucks for easy quiet riding
MINNEAPOLIS
SAINT PAUL

TIMETABLES, HERB DANNEMAN COLLECTION

MIDWEST SPEEDSTERS: Exciting new passenger trains capture the public's imagination, most notably in the busy Chicago-Twin Cities market. On January 2, Chicago & North Western sets the pace with its steam-powered, heavyweight *400*; Burlington Route EMC-Budd diesel trains 9901 and 9902 hit the rails as the *Twin Zephyrs* April 2; and the Milwaukee Road's streamlined Alco 4-4-2's and home-built *Hiawathas* debut on May 29. Stand back!

CLASSIC TRAINS COLLECTION

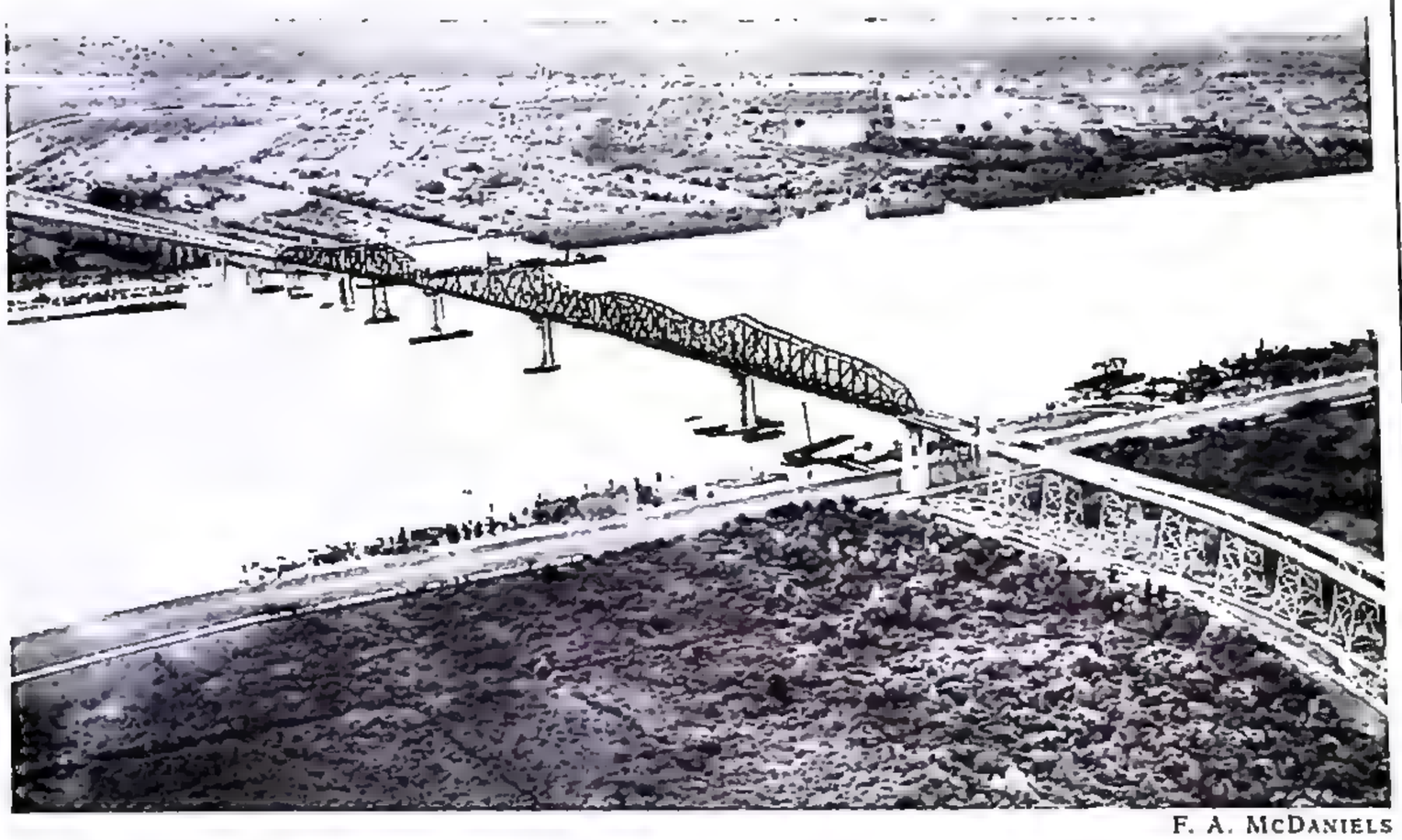
NEW DAY IN THE EAST: With the completion of catenary to Washington, D.C., the Pennsylvania Railroad begins through electric service to New York on January 28. Two months later, P5a 4788 accelerated the eastbound *Legislator* away from Philadelphia's Zoo tower; soon, GG1's would be the top power here.

ALEXANDER MAXWELL COLLECTION

***SUPER* POWER:** Diesel design takes a big step forward with Electro-Motive's construction of five box-cab units for high-speed passenger service. EMC builds two demonstrators in May, a single unit for the B&O in August, and, in September, Santa Fe 1A and 1B ("Mutt and Jeff")—power for next year's *Super Chief*.

BROTHER, CAN YOU SPARE A DIME? The worldwide economic crisis that would go down in history as the Great Depression claims more U.S. rail victims, as 16 carriers enter bankruptcy, a one-year record. Ranging from the 3-mile Chesapeake Beach to the 10,092-mile Milwaukee Road, 1935's casualties operate a total of 29,018 route-miles. All told, 89 carriers, accounting for 28 percent of the national rail network, are in the hands of receivers.

By Robert S. McGonigal



F. A. McDaniels

GREAT LEAP IN LOUISIANA: After decades of planning and more than three years of construction work, the colossal rail-highway Huey P. Long Bridge near New Orleans opens on December 16, idling ferries that had shuttled Southern Pacific and Texas & Pacific trains across the ⅔-mile-wide Mississippi River.

DREAM DEMOLISHED: On September 2, a hurricane wallops southern Florida, killing hundreds and wiping out Florida East Coast's Key West Extension. Though most bridges on the island-hopping "Overseas Railroad" remain intact, massive damage to track and right of way on land prompt the railroad to scuttle the money-losing line, pet project of FEC founder Henry M. Flagler.

Wilson Jones

NEW TRAINS, FASTER TRAINS: Boston & Maine and Maine Central team up on the *Zephyr*-like *Flying Yankee*, New Haven launches the low-slung *Comet*, and Gulf, Mobile & Northern unveils the *Rebel*. PRR's *Broadway* and NYC's *Century*–both still running with heavyweight cars–shave their schedules to 17 hours, then 16½.

ANOTHER LEAN YEAR: Just 83 locomotives–28 steam, 7 electric, and 48 "diesel or other"–are ordered, third lowest total since the turn of the century, according to *Railway Age* (only 1932 and '33 were worse). Boston & Maine signs up for R-1 4-8-2's; Chesapeake & Ohio for its first 4-8-4's; and Detroit, Toledo & Ironton for four light 2-8-4's. DT&I 703 is seen crossing the Erie main line with a southbound freight at her birthplace, Lima, Ohio. Freight-car orders are at near-record lows, too.

New Release!

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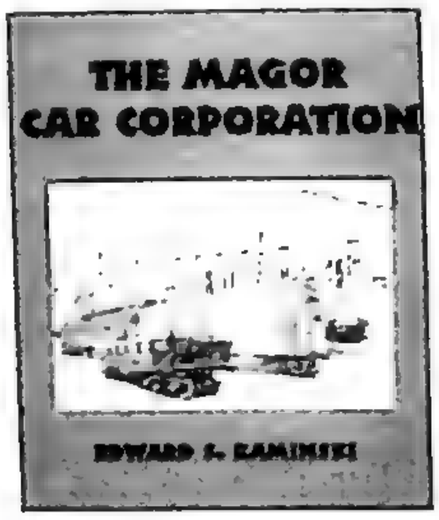

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Talking to the man in the hat

JOHN F. ENDLER JR.

At Philadelphia's Wayne Junction, where Reading M.U.'s curved off the Chestnut Hill Branch, a young railfan met a mysterious writer and train-rider.

LIKE MANY A NOW-MATURE RAILFAN, my passion for railroading began at an early age as I haunted the local depot. Many of us also met someone, usually a friendly clerk or an engineer, who inspired us to pursue our passions. For me, Wayne Junction, Pa., in the heart of the Reading's Philadelphia commuter network, was the place. The person: a gentleman in a hat I once met there.

From about the age of 9 on up, I'd spend weekday vigils at Wayne Junction taking in the evening rush-hour action. Act One featured a cavalcade of outbound juice and pistons. These were pre-Silverliner times, so the talent consisted mainly of drab, but dependable, electric M.U. cars. Spicing things up were a few exotic diesel runs, including the original *Crusader* stainless-steel trainset, which still made its twice-daily round trips. There was the 5:04 Jersey Central run to Jersey City with its standard coaches and a pair of Fairbanks-Morse Train Masters on the point. The departure of the surly FM's shook the ribs; those opposed pistons spoke true dieselese! Not long after would come Reading's *Wall Street* behind EMD FP7's which produced a more elegant sound. The Alco RS3 which guided the Newtown local spoke its own plain dialect.

To take in Act Two, I'd switch platforms to the inbound side to catch some Reading Terminal-bound action. The curtain came down with the return of the Newtown local running engine-behind, the brakeman on the lead coach, tooting on its air whistle.

Normally this was a solitary activity. One evening, though, I noticed that a gentleman had been standing on the inbound side for some time. Another train-watcher? The mind boggled! At age 10½, I never thought such a thing was possible.

Distinguished (elderly? . . . he probably wasn't much older than I am today) and well-dressed, he seemed to be enjoying the action as much as I. We glanced at each other now and then through the evening. Soon we stood in close proximity. At short range, he appeared even more stately. He reminded me slightly of W. C. Fields, who grew up not far from the spot. Maybe a relative? What interested me most was the unusual way he wore his hat. We slowly gravitated. He eventually broke the silence with a greeting.

How long we spoke I don't recall. I'd lost all track of time. He related tale after tale of riding the rails. Of escapades in Canada and Mexico. About the joy of riding in extra-fare accommodations. It seemed he had been everywhere by rail. Tonight he was at Wayne Junction to take a round trip on the Chestnut Hill line for nostalgic purposes. He told me about his commuting on the branch in the days when suburban tank engines ran on it. I stood spellbound as he told each story.

An outbound headlight heralded the arrival of the Chestnut Hill local. The gentleman shook my hand and bid farewell. He reached into his briefcase and handed me a few timetables from far-off, exotic railroads. He asked me if I was planning to be a railroader when I grew up. When I told him that I'd rather be a writer, he grinned and said that we had *two* things in common. As the train rolled in, he gave me the most valuable advice I'd ever receive: never give up my passion for the quill or the rails. Nearly four decades later, I can truly say that I owe both my number-one hobby and my chosen career to the man in the hat.

Some years later, when I was in my 20's, I was browsing through a hobby-shop book section when an illustration on a dust cover caught my eye. It showed a distinguished-looking gentleman in a hat looking at his watch. It very much resembled the fellow I'd met at Wayne Junction that night. I bought the book and read about riding trains in Mexico and on the Chestnut Hill

PETER PUTNAM BRETZ

branch behind tank engines. When I saw him on TV with talk-show host Tom Snyder (another fellow railfan), I had further feelings of *déjà vu*. Though I will never really know for certain, I've always wondered: Could this man who inspired my endeavors in adulthood have been none other than famed *New Yorker* writer Rogers E. M. Whitaker, alter ego of acclaimed worldwide rail traveler E. M. Frimbo?

—Michael G. McHale

Some water on the cheap

WATER WAS A PROBLEM for both the Clinchfield Railroad and for local residents at Elkhorn City, Ky. The town is in far eastern Kentucky, at the north end of the Clinchfield where it met the south end of Chesapeake & Ohio's Big Sandy Division, forming a through route for merchandise as well as the region's coal. Drawn directly from the Russell Fork of the Big Sandy River, the product the public water system delivered was, in appearance, not unlike weak coffee. The treatment system consisted of intermittent chlorine in a large wooden tank on the slope above the community. Signs at various taps cautioned users not to drink it.

This same raw water was used by the railroad, and over a period of years the liquid ate through the Clinchfield's steel 60,000-gallon Elkhorn City water tank, a structure once described as having the appearance of a porcupine owing to numerous wooden pegs driven into various holes in a vain attempt to stem the leaks.

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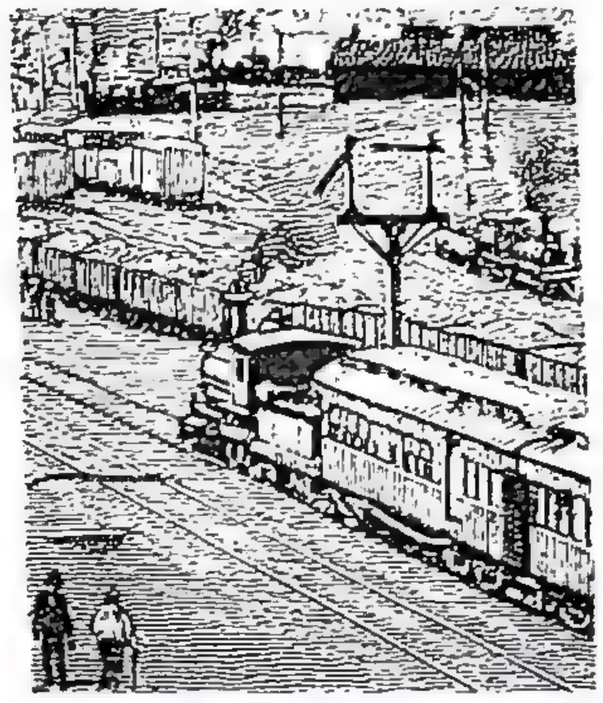

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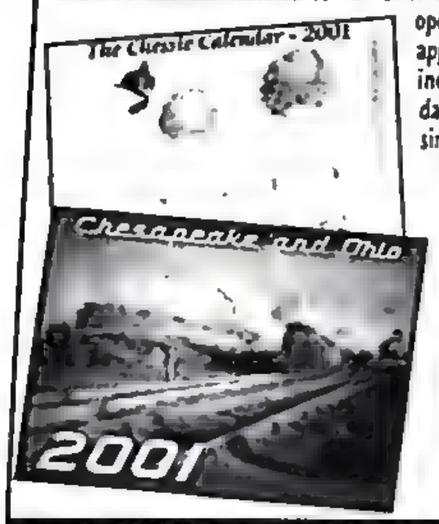

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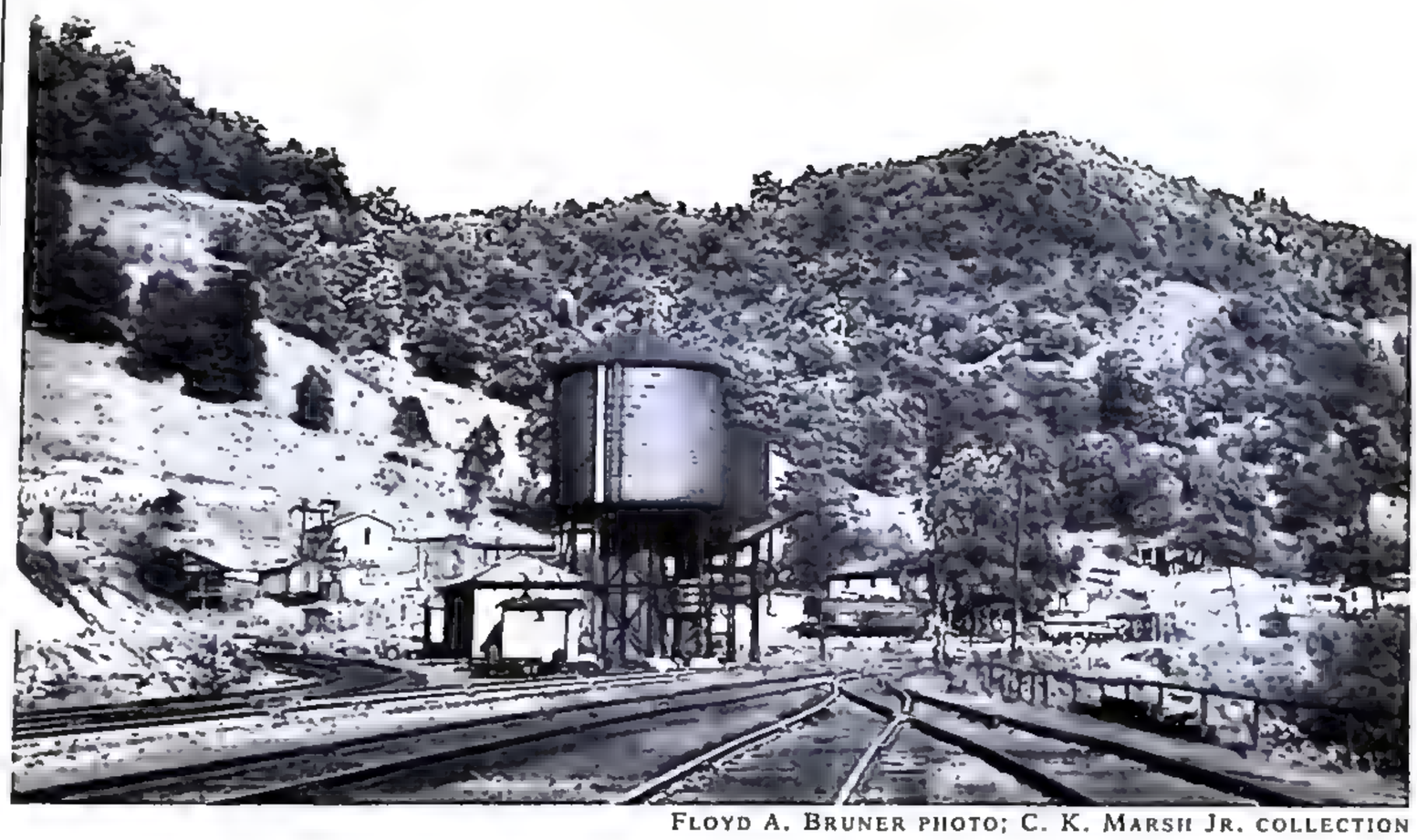


FLOYD A. BRUNER PHOTO; C. K. MARSH JR. COLLECTION

At Elkhorn City, Ky., in July 1947, Clinchfield's new wooden water tank stands beside its steel predecessor, which fell victim to the area's bad water.

The remoteness of Elkhorn City and the resourcefulness of the railroad community unofficially combined to partially alleviate the potable water problem. As the need arose during these early bad-water times, before CTC signaling had been installed and before the days of close supervision by railroad officials, the Elkhorn City station agent would determine if any railroad officials were in the area. If the coast was clear, various water vessels, ranging from bottles, buckets, and drums to the yard office water-cooler tank, would be loaded aboard a C&O caboose laying over between the arrival of southbound time freight 92 and the departure of its counterpart, 95.

Unbeknownst to officials in either faraway Erwin, Tenn. (Clinchfield's HQ), or equally distant Huntington, W.Va. (the nearest big C&O offices), the C&O caboose got some extra off-line miles . . . tacked onto the rear of Clinchfield coal train 16 departing Elkhorn City early in the morning. A few miles up the hill out of Elkhorn City, just over the Kentucky-Virginia state line, a spring delivered fresh, clear potable water almost to trackside at Towers passing track. There the Clinchfield conductor and caboose occupants would collaborate to pull the coupler pin with the aid of a little slack action from a knowing engineer, allowing the C&O caboose to come to rest at the spring.

After the containers were filled and reloaded, the car's brake would be released, and gravity would then deliver the caboose and its cargo through three tunnels and across Pool Point Bridge right into the Elkhorn City caboose track, handy to all consumers, who easily carted their portion of the goods to nearby points. A good flagging job at the Elkhorn yard office cleared the way for the rolling reservoir.

It is unclear whether better public water standards, management knowledge, or electronic surveillance via CTC brought this practice to an end. It is known that an investment of $8134.67 in a new wooden water tank did the job for locomotive water in 1947.

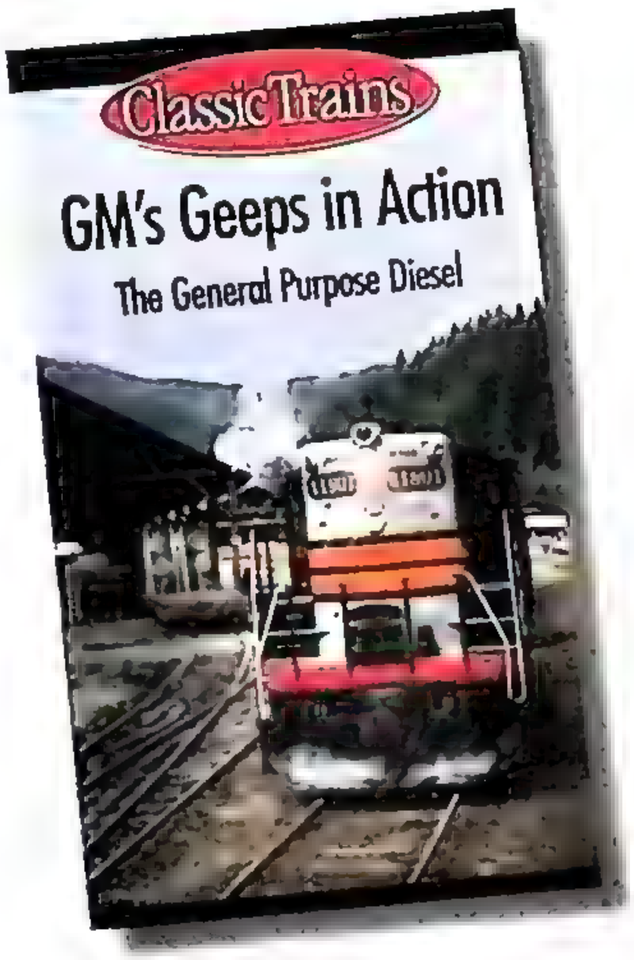
—C. K. Marsh Jr.

A window in *Thrums*

THRUMS IS A NAME that somehow resonates above most others, a name, as we say these days, that has Attitude. It is a Scottish word, immortalized in Sir James Barrie's novel, *A Window in Thrums*, and is perpetuated in Canada by a small town in British Columbia. In days gone by, the name of *Thrums* was also carried across the country by a great old Cana-

Classic Trains

GM's Geeps: The General Purpose Diesel



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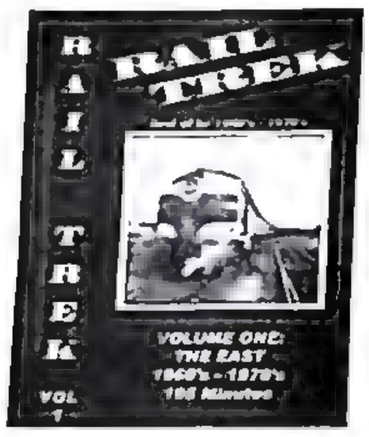

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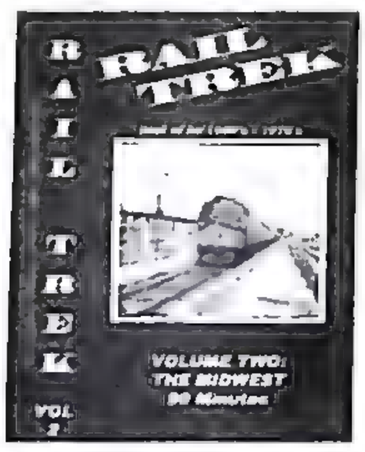

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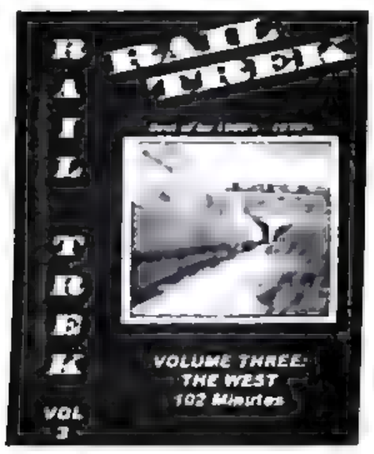

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dian Pacific sleeping car.

Those sleeping cars were a rolling lesson in Canadian geography, names to give you, in their passing, an almost unbearable sense of what John Steinbeck called "yondering": there were *Rocanville* and *Riverton*, *Nanton* and *Naiscoot*, *Teeswater* and *Tring*. Poor *Tring*! How could anyone take a name like *Tring* seriously? Fa-la-la, tring-a-ling-a-ling, and a hey-noony-nonny . . . well, you get the picture.

And then there was *Thrums*. Just the name itself had such a railroad sound; after all, a train thrums over the prairies, thrumbles across bridges, thrumbulates through the spider web of trackage approaching Winnipeg or Vancouver. *Thrums* had what CPR admirers would remember as "The Look": 85 feet of sturdily riveted steel, painted in Canadian Pacific's regal burgundy red and lettered in gold (maybe it was yellow, but to me, it always looked gold). Six-wheel trucks, serious-looking hoses hooked up to other serious-looking hoses—oh, *Thrums* was something to behold.

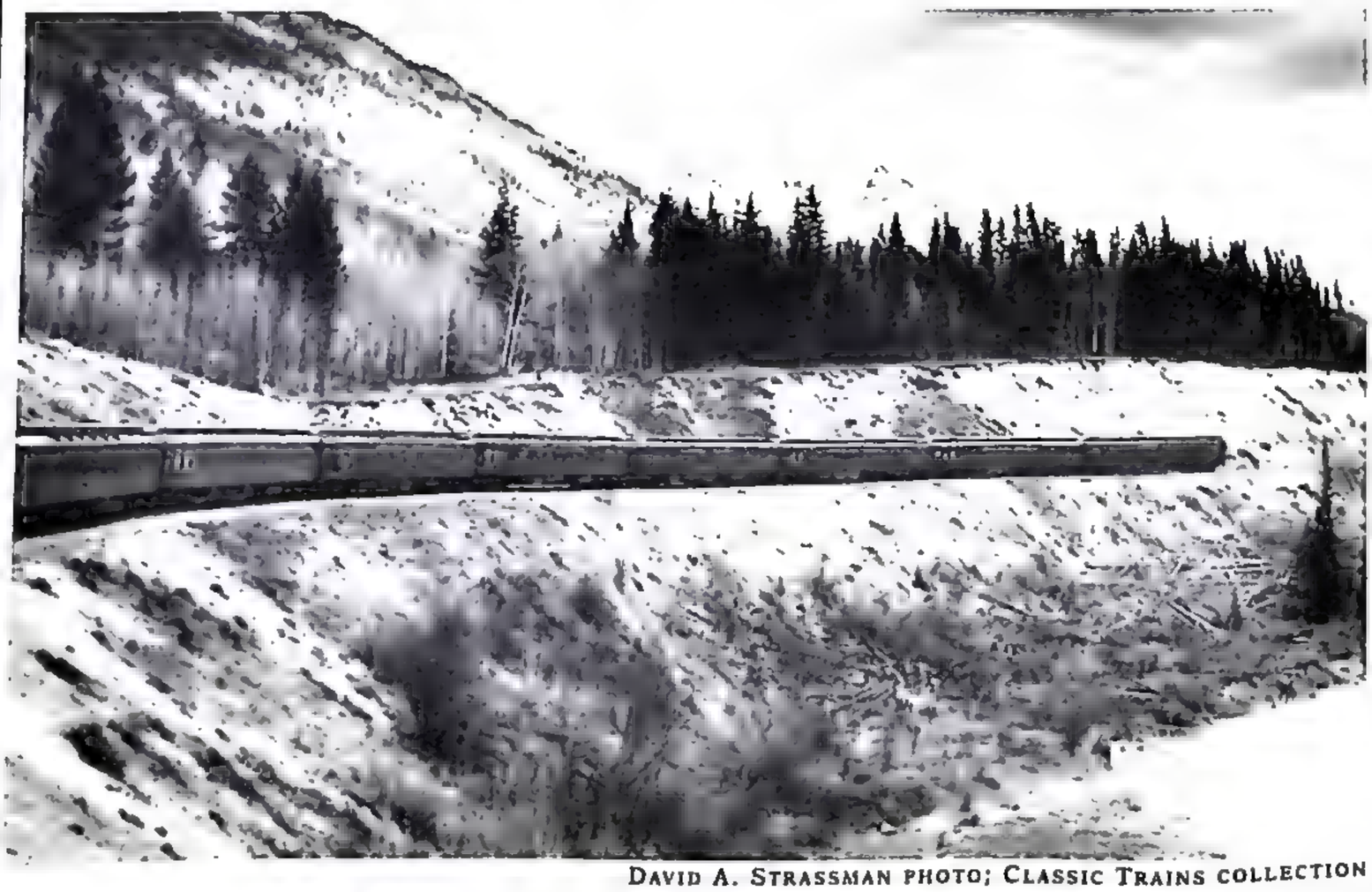
I fell in love with *Thrums*. By light of day, she was often in the John Street coach yards in Toronto, being preened for the next run to Vancouver, Chicago, or Halifax, and evening found her in the yellow glow of the trainshed at Union Station in readiness for the next big event. The biggest of all would be a run to the West Coast on the *Dominion*.

The *Dominion* was the ultimate train, usually hauled in those far-off, pre-*Canadian* days by one of the great Royal Hudsons, and took westward the Royal Mail and assorted express and priority cargo in three or four of those mysterious, windowless cars the railroad guys called head-end equipment. There were some coaches for the common folk (which was how I usually traveled, but never mind), a dining car, and then . . . the sleepers! If *Thrums* were among them, all was well with the world. Not only that—I decided that one day I would journey to Vancouver on the *Dominion* and I would have my own window in *Thrums* from which to see the country.

As is the case with most pre-teens, I planned the project in reverse. Being aboard *Thrums* was the priority, and I would have to consult with equipment managers to see when she would be assigned to the *Dominion*, to other trains, or rotated out for maintenance. I read the transcontinental timetable end to end until I could tell you when the two sections of the train connected at Sudbury, Ontario, or what time the stop was in Broadview, Saskatchewan.

The westbound *Dominion* passed a few miles from our summer cottage at

"A rolling lesson in Canadian geography," CPR sleeping cars ranged from coast to prairie to mountains.



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sunrise, a quiet time when one could hear the hollow thrumble of the train crossing the bridge at Pointe-au-Baril and the wail of the whistle for North Shore Road. I would set my alarm so that I could wake up in time to hear the *Dominion* and wonder if *Thrums* were in today's line up.

I would go to sleep at night, twitching and oscillating to impart a railway movement to my bed, imagining myself tucked away on *Thrums*, imagining the drama of the north shore of Lake Superior, the oceanic undulations of the prairies under a limitless sky, the sentinel grain elevators, the heady thrills of the Spiral Tunnels and Kicking Horse Pass, where a volcanic and invincible Selkirk locomotive would be in charge.

The odd thing, though, was that it was not the prairies and the Rocky Mountains that took root in my imaginary window in *Thrums* so much as the nocturnal stops in remote towns that still depended on the trains, towns where the only light might be a few scattered bulbs and a lonely Supertest or White Rose sign by a highway, and the only moving object a taxi hastening out of the night with a tardy passenger.

All these considerations were firmly established before I took what should have been the first step. When you think of it, the railway timetable must be one of the most cynical sources of information ever developed—all those schedules induce a desperately serious case of yondering, and then you look in the back for the fare and, whoops, there goes the project. After gulping myself into near-oblivion at the cost for a lower berth in *Thrums* to Vancouver (an upper would have been useless, as it would have no window, no window in *Thrums*), I resolved to save for my pilgrimage, get a paper route, sell cigars, whatever was necessary.

Progress moved more quickly than my budget. The pretty, silver *Canadian* was unveiled, powered—oh, no—by diesels, and the *Dominion* disappeared, its rolling stock dispersed and assigned to other duties. People drove. People flew. Timetables grew ever thinner as trains were terminated.

There were university fees to be dealt with, not to mention the costs of starting a career and renting one's space in the world. Reality had become intolerable. And somewhere along the way, *Thrums* was retired. I don't know when, I don't know where she went, and I don't want to know. If I had it to do all over again, I would have swallowed my pride and become a groveling beggar to finance my pilgrimage. Oh, Visa, oh, MasterCard, where were you when I truly needed you?

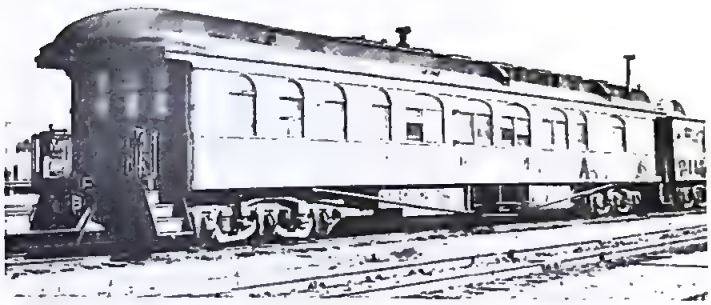
And if begging were not a success, at the very least I should have tracked *Thrums* to the junkyard and arranged for the salvage of one, just one window. My journey in *Thrums*, then, remains just a faded fantasy. But it certainly was fun while it lasted, a fantasy far longer than the actual journey and without the warts of reality.

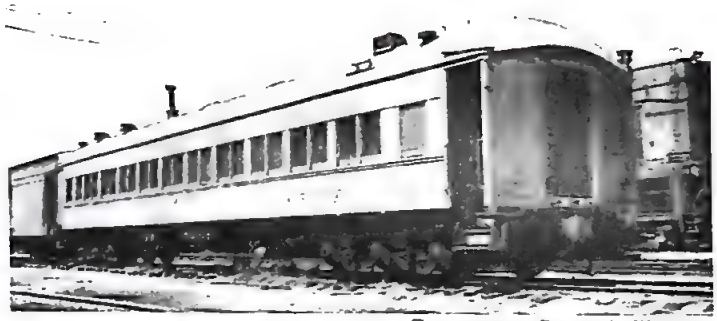
—Steven Duff

Outfits I have known

ONE OF THE MOST MEMORABLE aspects of my career in railroad maintenance of way is the "outfit." An outfit was usually a collection of old revenue cars—both passenger and freight—converted to sleeping, cooking, shower, supply, tool, storage, and machinery transport use. An outfit could be one lone car for a signal helper assigned to follow a steel gang, or the multitude of cars belonging to the rail gang itself. Welders, communications gangs, machine operators, bridge-and-building gangs, water service, signal gangs, rail/tie/surfacing gangs, and anyone else required to be away from home during the work week had outfits. They ranged from the elegant, to the acceptable, to the barely passable, to unspeakable roach boxes. They were found alongside the main line, tucked away in yards, in the middle of cities, and at locations so remote that the railroad itself was the only access.

Generally speaking, signal-gang outfits were a cut above the ordinary. But they varied from railroad to railroad and gang to gang. Signal Gang 17 on the Great Northern had quarters that could only be described as elegant. The bunk car was a converted Pullman with a foreman's office/bedroom at one





TWO PHOTOS: PHILIP A. WEIBLER

Outfit cars like GN 03132 (above, at Grand Forks, N.Dak., 1968) and RI 95060 (at El Reno, Okla., '68), were homes away from home for MofW men.

end and individual bunks for the men with cupboards and footlockers, even reading lights. The kitchen car was another old passenger car with a dining area, propane stove and refrigerator, hot water heater, and cook's quarters. The shower car was a more plebeian wooden ex-boxcar, but with two showers, coal stove/hot water heater, and lines for drying work clothes. These cars were painted two-tone green inside and were kept spotless.

The bunk and kitchen cars were heated by oil stoves, and all windows were screened against the Northwest's flying-insect population. The kitchen car was equipped with serviceable heavy china and all the necessary pots, pans, cutlery, and silverware. Water for the outfit was provided by an old steam locomotive tender body mounted on a flatcar. Coal for the shower car was kept in the obvious location, while the opposite end of the flatcar extending beyond the tender had low sides for storing signal masts, ladders, and other

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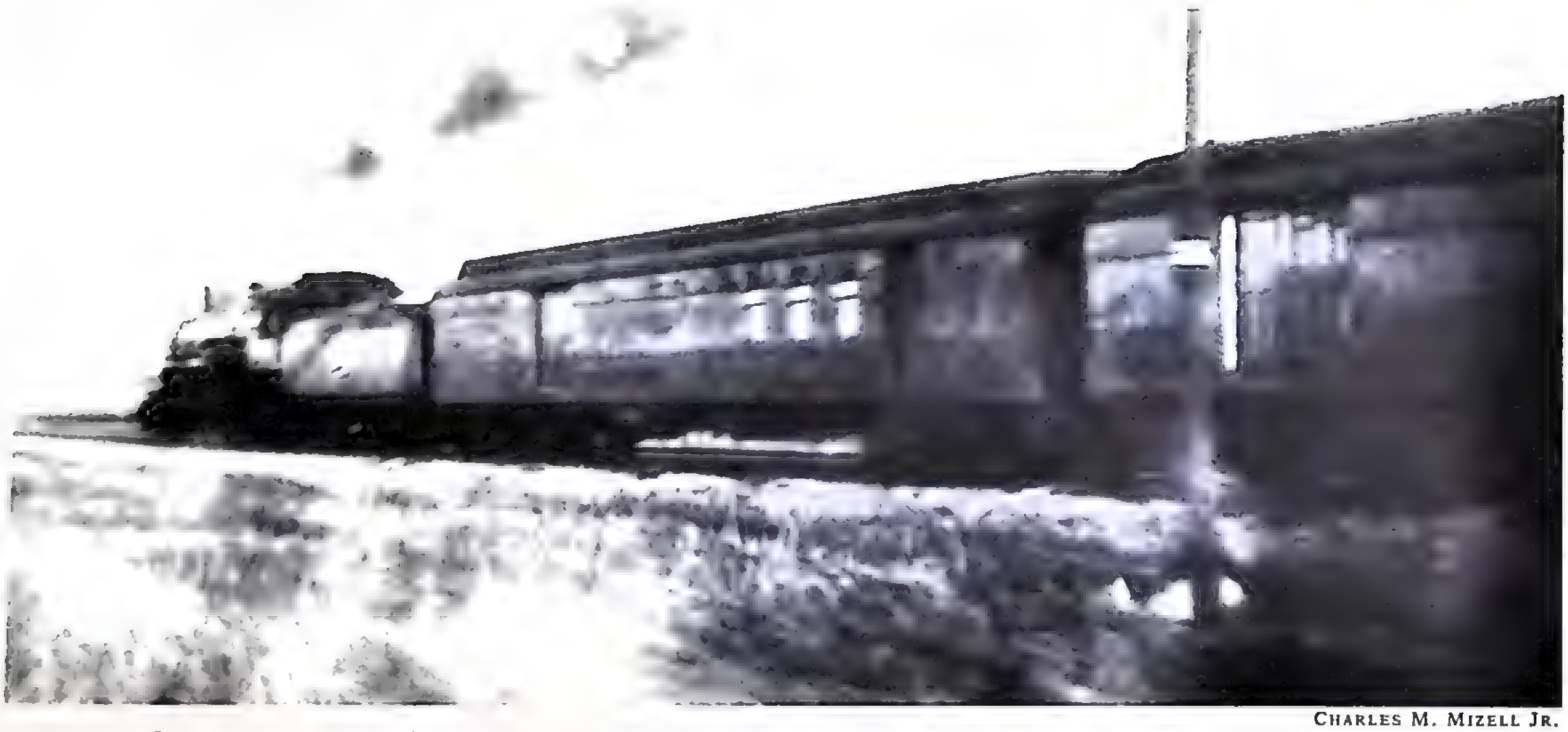

CHARLES M. MIZELL JR.

Scene from a Sunday drive

WHEN I WAS A BOY, my family always went for a drive on Sunday afternoon, and we usually managed to be near a railroad at train time. (Dad, too, liked to see them run.) On December 1, 1940, we encountered Missouri-Kansas-Texas train 12, the Fort Worth section of the *Texas Special*, which left Denton, Texas, at 4:47 p.m. in those days. Handsome light Pacific 364 was pulling away from us at about 50 mph as I stuck my Brownie camera out the window and snapped. Why do I like this picture so much? It's not a great picture, but it brings back memories of my dad and my family, of Katy Pacifics and the heavyweight passenger trains they pulled.—*Charles M. Mizell Jr.*

paraphernalia. The balance of the outfit was several old wooden boxcars converted to tool and storage cars. Inside, work benches, storage bins, and other conveniences were installed. Small windows were supplemented in the more important cars by connection to the bunk cars' electrical system.

At the other end of the spectrum of GN outfits was a lone boxcar assigned to a signal helper following a steel gang. With a storage area at one end, the "living quarters" consisted of an army-surplus steel bunk, a coal stove, table and chair, a water can, an enamel wash basin, sink/cupboard without water, and nails driven into the wall for clothes hooks. Lighting was by kerosene lamps, or one long extension cord.

Signal Gang 3 on the Rio Grande was an "extra" gang with an appropriately "extra" outfit—a couple of typical tool/equipment/storage cars, and two living cars. The gang car was an old, small wooden boxcar converted by adding windows and replacing the boxcar doors with standard house-size doors. The interior was a series of double-deck, army-style bunks and a coal stove. Kerosene lamps provided lighting until an assistant signalman "wired" the car over a weekend. The other habitat was the foreman's car, which contained an office, bedroom, and center area with coal stove/water heater, kitchen and shower, plus a dining table and benches. This was a more modern car, still wood-sided but with dreadnought steel ends. Access to the side doors was via portable wooden steps hung off the door sills.

Signal Gang 2 on the Rio Grande was a "permanent" gang, and its outfit displayed a more substantial position in the signal department hierarchy. The bunk car was an ex-Army steel troop sleeper with "full cushion" trucks. The inside contained an also ex-Army, coal-fired space heater, shower stall, and several double-deck, government-surplus bunks. While the bunk car was only marginally superior to Gang 3's accommodations, Gang 2 had a full-fledged kitchen car with a coal stove large enough to cook for a complete steel gang. Completing the amenities were sinks, a hot water tank, a refrigerator, and electrical wiring designed rather than added-on. Most winter nights the gang would sit at the dining table, playing cards, arguing and bitching about all past, present, and future grievances imposed upon them by an uncaring management. One of the tool cars usually held a fresh strung-up venison; life was at least acceptable in bunk cars along the Colorado River.

The Rock Island, in common with many other class 1 railroads, provided accommodations varying from "O.K." to "Why did I take this job?" A dilapidated old bunk car and associated tool cars housed a signal gang in Kansas. Converted from a one-time first-class passenger car, the bunk car had fallen

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on hard times. The unprepossessing exterior was matched by the neglected interior, the occupants being interested only in the next long weekend. However, the big gang at Blue Island in Chicago had quarters that were cleaner and more organized—a product of "economy of scale." When a gang has 23 members and a full-time cook, a flunky or two—"bull cooks"—can be justified to provide minimum domestic services. As the size of the gang degenerates to "crew," then to "signalman and assistant," the quarters also diminish to a marginal boxcar, and, finally, to a tiny trailer parked by a depot.

But elegant or disreputable, outfits have been disparaged—even reviled—by generations of railroaders, and simultaneously remembered as aesthetically unsurpassed living quarters. Time, season, and labors all color gang members' recollections of their temporary domiciles, but few would trade their railroad habitats for a life that had never known moving day as a local switcher rather than a Mayflower moving van.—*Michael J. McLaughlin*

ACL No. 1 falters

MANY YEARS AGO, when the Atlantic Coast Line was almost all double track from Richmond to Jacksonville and the passenger-train speed limit was 100 mph, a calamity nearly occurred in an obscure south Georgia swamp.

ACL's raceway occasionally would narrow to single track when encountering a drawbridge over a river, or a wide marsh associated with a river. There was just such a place between Savannah and Jesup, Ga. About 3 miles north of the Altamaha River at Doctortown, the double iron converged to single to negotiate the Back Swamp and the draw span. Double track resumed just south of the bridge. Operation on the double track was by automatic block with Rule D-251, right-hand running. At Back Swamp, the northbound track was straight through the switch, while southbound trains had to slow to 35 mph for the turnout into single track. The draw span, 3 miles to the south, also had a 35-mph

CLASSIC TRAINS COLLECTION

ACL train rolls over a trestle near Yemassee, S.C.; the *Champion* was not so lucky at Back Swamp, Ga.

limit, so a southbound passenger train might get back up to 50 or so between the two points before slowing again, even though there was no restriction on the intervening track. Northbound trains accelerating away from the bridge might hit 60 or 65 by the time they passed the Back Swamp switch.

In this operating pattern lay an unforeseen problem. In those days, Nos. 1 and 2, the *East Coast Champion*, were the hottest trains on Coast Line rails. They made very few stops and always maintained track speed. Even though Champion McDowell Davis had retired as ACL president, delay to these trains still meant that heads would roll.

In the 1960's, Centralized Traffic Control was being installed between Savannah and Jesup. The operator's job at Doctortown, which had controlled the north and south ends of double track, was long gone, with the switches and signals there controlled by the Waycross (Ga.) dispatcher. North of Back Swamp, it remained right-hand running until cutover day came and the CTC was put in service. Now trains could run in either direction on either track north of Back Swamp. For most of the first day and night, operations continued mostly as usual with trains running right-handed.

Then, early the next morning, Savannah-Waycross freight No. 119 got in ahead of No. 1, providing the first real opportunity to make use of the CTC. Train 119 was allowed to run down the former southward main track toward Back Swamp, while No. 1 would overtake it at full speed on the former northbound main. In earlier times, 119 would have holed up somewhere to let No. 1 by, but with the new CTC, the *Champion* could be shifted over and 119 would not be delayed.

The Waycross dispatcher rejoiced at his new power. No. 119's crew was incredulous but elated. The *Champ*'s engineer proudly sounded two short toots on his air-chime whistle to greet 119's caboose as he looked far ahead at the new green-over-red CTC signal at Back Swamp. He tooted another hello as he flew past 119's F units and approached the signal and switch, the speedometer pegged at the century mark. The super would smile when he heard about this heads-up railroading. The expense would be justified in management's eyes.

But something was suddenly horribly wrong! As they entered the single-track, the *Champion*'s E units leapt, pitched, and yawed dangerously. Baggage fell all over the combine. Luggage flew out of overhead racks in the coaches, and in the dining car, breakfasts were tossed into laps. Waiters teetered and diners tottered. Passengers pitched from their seats and tumbled from their berths.

No train, you see, had ever used that single iron at track speed before—northbounds had always been slowed by the Altamaha bridge at Doctortown and southbounds by the turnout at Back Swamp. No one had considered it

good for more than 50 or 60. The roadway department had never ridden over it at 100, nor would they soon try!

The *Champion*'s engineer thought quickly. He did not brake, but simply moved his throttle to idle and let the train slow itself, praying they would not take to the marshes. They didn't.

When 119 came along, his engineer was surprised to find a red-over-red at Jesup, protecting the *Champion*, which was standing at the depot while crew and passengers alike were calmed and minor injuries treated—and while the conductor took a shower and changed his clothes! Soon the dispatcher was making sure other trains didn't get into trouble: "Savannah, 19 copy a bulletin south; Jesup, 19 copy a bulletin north," he said. "Order No. 509, Savannah, C&E southward trains originating; Jesup, C&E northward First Class Trains. Reduce Speed to . . ."

It might have been a calamity then, but now we can all laugh. Well, all except maybe for one retired conductor.

—Thomas Francis

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION
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1) Sales through dealers and carriers, street vendors, and counter sales	25,946	25,632
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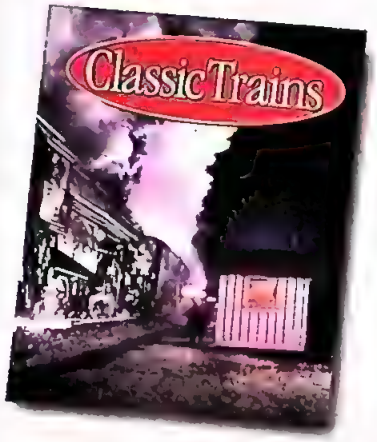

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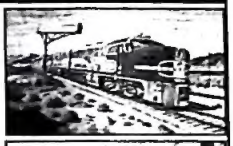

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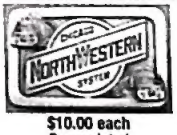

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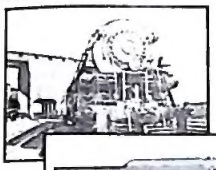

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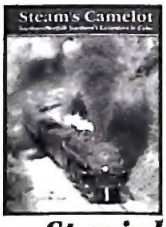

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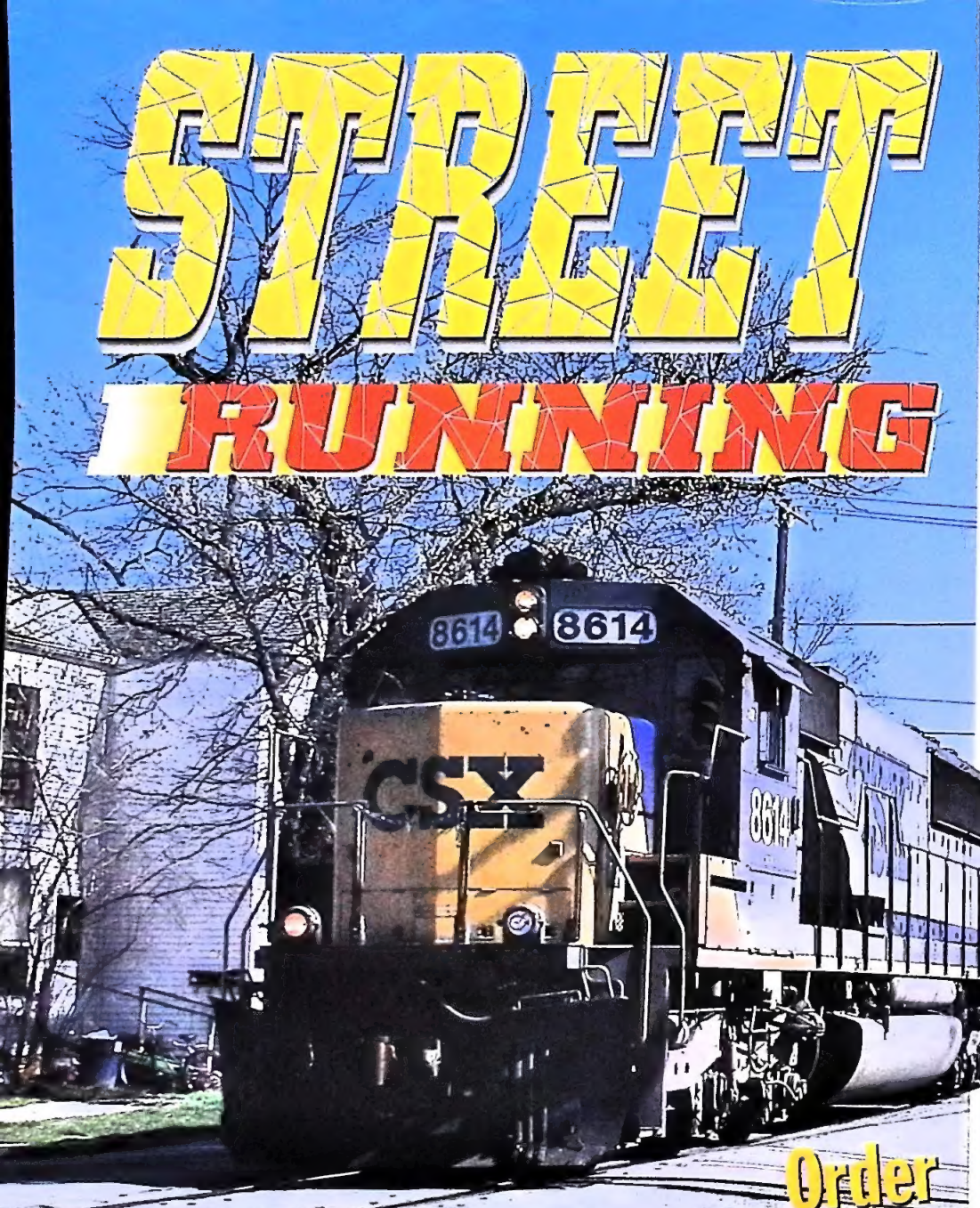

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